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MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MAY 22, 1909.

INCAPACITY, INCOMPETENCE OR MISREPRESENTATION?

(15th May.)

We assume that by this time readers who are interested in the construction of the Kowloon-Canton railway have made themselves acquainted with the report submitted to the Legislative Council on the subject and the statement delivered by His Excellency the Governor in explanation of several of the items contained in that report. Nobody realises better than we do the unfortunate position occupied by a Governor in relation to this matter which was engineered and started under the auspices of one who devoted funds without the sanction of the Council to the inauguration of works entirely outwith the knowledge of the people's representatives. Not that we would suggest these funds were improperly directed. What we wanted to know was the actual condition of things on the railway construction works, the progress of the operations, the character of the line, the probable ultimate expense of the undertaking—a mere matter of 25 miles or less—and the estimated date of its completion. None of these details were furnished by the predecessor of Sir Frederick Lugard. Over and over again we demanded a statement, but either the unofficial members of the Legislative Council were too busily concerned with other interests or too much under the thumb of one who believed himself to be a sort of omnipotent deity to press the question. All along we have held the belief that there has been mismanagement or, at least, lack of vision exhibited over the construction of this simple task of running a line from Kowloon to Samchun. We have heard of bridges built on mud, of culverts washed away by innocent freshets, of things done that had to be undone, of needless expenditure incurred owing to the want of common discretion, but the Government steadily refused to supply the information which belongs of right to every individual who contributes to the taxes imposed by the Colony's administration. Were we wrong when we asserted that all was not well with the railway, that serious deficiencies were in evidence, that vast amounts over and above the approved estimates would be necessary before the line even approached completion, that the mysterious absence of official data on the subject was suspicious? A glance at the "appendix" laid before the Council on Thursday, taken in conjunction with the Governor's views, does not, we think, controvert the general trend of ideas we have previously submitted. A more depressing account could scarcely be imagined. A miniature railway line which was to cost a mere five millions in dollars on the original estimate will, it has been discovered, cost not less than double that sum and probably treble the first estimate. The truth had to come out sooner or later and it is fortunate that in Sir Frederick Lugard we have one who has the courage to lay the plain facts before those who are entitled to know and to shoulder valiantly a burden with which he has been involuntarily saddled. We hesitate to suggest that there has been incompetence displayed in carrying out this work of connecting Kowloon with Canton by a single line of rails. We disclaim any special technical knowledge of an extremely technical question, but from the standpoint of ordinary laymen we must say that, in our opinion, there has been gross carelessness somewhere. Why all this miscalculation, under-estimation, and apparently practical inability to understand the situation, to make allowances for the special conditions prevailing in the New Territories? Why at this late hour of the day should we have to learn that earlier operations have resulted in a grand fiasco? Were there no reason for all the secrecy that has been maintained up to the present time? Were we concerned with a private corporation we should have something more to say, but as the officials on the railway are, as officials, tongue-tied and helpless in face of press criticism, we say nothing. But we can think furiously. What would you, the reader, think if, as a shareholder in a British or foreign railway company, the general manager and chairman of directors reported that all previous estimates as to the cost of construction of the ridiculously small side line were absurd and futile, that an adventure which had been embarked upon with light heart and easy conscience was likely to prove a disastrous speculation? Because that is the light in which the matter has to be viewed. It may be said that all Government enterprises are expensive, but that is no answer to the question. Somebody would have to be hauled over the coals, and somebody would receive the orders of the "big stick" and the mailed glove, both combined and neither autogistic. It is not surprising that when the Governor, in presenting one of the most explicit and plain reports on the subject of an "exhilarating subject." That was "not an enthusiastic way to describe a heart-breaking affair," and it only shows how foolish it is on the part of the Government to refrain from taking the public into its confidence. Had we known, as we should have known long ago, the state of affairs and been allowed to realise how far anticipations were at fault, there would be less cause for criticism to-day. We should have been prepared for what we now regard as the last

table. But when we are kept in ignorance of the financial and operative doings of the Government undertaking when the confidence of those who with the Government well is repelled and slighted and when we only learn at the last moment, when commitment is no longer possible, that our fond hopes and beliefs are without foundation and that pessimistic views are confirmed, how shall we take it? Probably the only way is to make the best of a bad bargain, to put it in commonplace language. Of course, we, or most of those who read this, will have to pay the piper and look as happy as possible under the circumstances. The curious fact is this—that if a private firm should make such egregious mistakes as those attributed to the originators of this Kowloon-Canton railway they would not only be ostracised but buried and forgotten. Perhaps we had better leave the matter at that and leave readers who have perused the Governor's report to their own reflections. The one thing to remember is that in no way is the present Governor responsible for the derelictions of his subordinates except as administrative head of the Colony of Hongkong and to him our sincere sympathies are due for having to present in person an account of improvident incapacity which it was his misfortune to have to place before the Legislative Council two days ago.

THE BRITISH BUDGET.

(17th May.)

The fact that in the near future the Government of Hongkong will be under the necessity of raising additional revenue in order to meet the financial requirements of the Colony and to provide for the loss sustained by the drastic policy contemplated in connection with the opium trade lends peculiar interest to the Budget proposals which have been submitted this year by the Chancellor of the Exchequer to the House of Commons. While the conditions prevailing in the United Kingdom are entirely different to those in Hongkong it is probable that the general principles laid down will be followed in the Crown Colonies, where they do not affect the question of the "open port" policy. Most people will agree that to adopt the war-cry of the tariff reformers and establish what is called "protection" in Hongkong would be attended with fatal results so far as the prosperity of the port is concerned. More and more it is becoming evident that Chinese statesmen are making every effort to retain Chinese trade in Chinese hands. The swing of the pendulum shows how at Canton it is the desire and aim of the Provincial Government to build up that centre of industry and commerce as an exporting and importing entrepot of trade and so reduce the importance of Hongkong as a distributing port. One of the recent Viceroy's did not hesitate to affirm that it was his supreme object to reconstitute Canton as the real Southern capital of China in trade affairs and, as a matter of fact, he had inaugurated a policy of administrative reform which had this end in view. That he was unable to carry his principles into effect was due to ulterior causes, which we have recited on previous occasions, and to the changes in Imperial Government offices which led to his own departure from Canton. But the danger of Canton ousting Hongkong with regard to the major portion of the exports and imports from and into South China must be steadily faced and any legislation which would have a retaliatory or a restrictive effect on the shipping of the port would be open to severe condemnation. Hongkong has largely won her proud position in the shipping world by the excellent facilities afforded for trans-shipment of cargo, the absence of oppressive shipping dues and the free admission of goods on which it is usual to place a duty. In other words the fact that there is no Customs House in Hongkong has given an immense impetus to its commercial importance. So that when the day arrives—and may it be far distant—that the Government deems it essential to impose fresh burdens on those who live in the Colony it is permitted to anticipate that whatever fresh taxation is required will come out of the pockets of the general public and that there will be no attempt to hamper or dislocate the trade of the port by the levying of dues on imported goods. That policy is, of course, subject to certain exceptions, as in the case of liquors, tobacco, etc., but, broadly, the general assumption may be allowed. Now then we come to the proposals of the British Government which have been submitted with the object of meeting the deficit of sixteen millions sterling and providing for the financial requirements of the ensuing year. It is proposed to increase the tax on tobacco to the extent of a halfpenny an ounce, while those in receipt of unearned incomes are to be still further mulcted. As a Shanghai contemporary suggests the first may be intended in a measure to pay part of the nine millions required for old age pensions, while the second may be considered a delicate method of making those who clamour for more *Dreadnoughts* pay the piper. As the *Mercury* says, however, "Tobacco already brings in nearly fourteen millions sterling, and income and property taxes would not seem capable of sustaining much further demand upon them. For some of the proposals we have been prepared for some time. The increased liquor taxes and licences were expected and those concerned have insured themselves against them; and it was more or less taken for granted that an attack would be made on the sinking fund, a policy which Lord Cromer, in a recent speech at Leeds, foreshadowed and was prepared to justify to the extent of £4,000,000. The

Chancellor of the Exchequer is satisfying himself with £3,000,000. The taxes on motor-cars and on petrol are simply an extension of the same principle as that on which carriages used for pleasure are taxed. No doubt exceptions will be made where motor-driven vehicles are used for purely business and professional purposes, but with the tax as a whole there will be few who can offer serious objection to its imposition. It is certain that the man who can afford to buy and run motor cars costing a thousand pounds or more, can well afford the taxation to be placed on them, much more so than the working man with a thousand shillings a year can afford to pay duty on tea and sugar necessary for the maintenance of his wife and family. We have scant sympathy with the cry of poverty emanating from those incomes ranging between one and three thousand pounds, and still less with those over that sum. The addition of an extra twopenny to their income tax is merely a sign of the times, and if in any way it tends to reduce extravagant living it will be a national blessing. With regard to the proposal to tax land values we arrive at a matter which though long discussed has never come before the public in the tangible form in which Mr. Lloyd George presents it. "The state will henceforth take one-fifth of the unearned increment of the value of urban land." That is the statement, and though the amount expected from it is only expected to be some £3,500,000, it is the insertion of the thin end of a wedge which in time will result in the rearing apart of a great and consolidated injustice, for injustice it is when betterment, built up by the combined effort of a great community, is all appropriated by a microscopic minority. There is also to be a tax of half-penny in the £ on the value of undeveloped urban land, which is expected to realise another £3,500,000. We are told by the contemporary already quoted that with regard to the proposed increase in the income tax, the scheme is based on the report of a Select Committee which met in 1906 and was presided over by Sir Charles Dilke. It may of course now be taken that the income-tax is a permanent source of revenue, though it was originally proposed as a temporary expedient and dispensed with when the need was over, but those who ever had any part either in its creation or its perpetuation ever forego the uses to which it would be put. In the report of Sir Charles Dilke's Committee there are given two series of calculations. The first series shows the present yield of two alternative rates of progressive super-tax on net incomes of over £5,000 a year. The rate was 3d. in the pound on net incomes from £5,000 to £10,000, in addition to the existing Income Tax, rising by 6d. and 9d. to 1s. super-tax on incomes over £40,000. The alternative scheme was one of a super-tax rising from 6d. to 1s. in addition to the existing tax. The apparent yield was estimated in round figures at £3,250,000 a year on the lower scale and £5,500,000 on the higher. By means of calculations based on the house duty a maximum figure was obtained of about 19,000 persons having over £5,000 a year income, with an aggregate income of £121,000,000. Of course the fact that the majority if not all the members of the House of Commons, particularly those in the opposition, are in receipt of large incomes may lead to much heart-burning when this portion of the Budget comes up for discussion but the member with a cool £5,000 a year is not likely to make much noise about his personal objections and the ordinary working man with his £1 a week will be in a position to understand who are his friends just as those in receipt of old age pensions understand now the great difference between unfulfilled promises and adopted measures. The Budget is exceptionally democratic in its principles and it is just possible that the Government of Hongkong may take the cue from certain of the new proposals submitted.

BEACON HILL TUNNEL.

(18th May.)

It is with a feeling of intense satisfaction, in which most readers will keenly participate, that we have been informed that at last the tunnel through Beacon Hill has been pierced, and an important stage in the work of constructing the railway line from Kowloon to Sam Chun has been reached. The piercing of the tunnel does not, of course, imply that the work has been completed, but it means that the calculations of the engineers have been proved trustworthy, which, after the revelations made at the last meeting of the Legislative Council, is something to be thankful for. His Excellency the Governor hinted at the meeting in question that it was hoped the headings would be through within two or three days and that hope has fortunately been realised; and at the same time the recorded praise to the tunnel superintendent, Mr. Walle, for having carried through the later operations with such expedition, as to render this result possible. Much still remains to be done before the tunnel has been completed, but there is reason to believe that the excavation will be ready for use by the end of the year and the permanent way laid and the line opened by next May. To those who are of a mechanical and statistical turn of mind it may be matter of supererogation to recapitulate the details of the work at the tunnel, but there are others who may not be averse from having the official facts repeated and we submit them as briefly as may be. We quote His Excellency, who said: "The heading cost per foot in 1907 was \$184, which has been reduced to \$70.04. The enlarging in 1907 cost \$375, which has been reduced to \$148.86; the heading in was \$248 and has been reduced to \$112.54. Now if it were not for these

very large reductions per linear foot the expenses would have been something I dread to calculate. Obviously it is beyond my personal control to see whether or not the estimate formed by the engineers is adequate. The staff which has been employed has been reduced wherever it has been possible to do so without detriment to the efficiency of the work. The medical arrangements, which are practically carried out by Government, have increased enormously. Everything, in fact, that the Government has been able to do has been done. The cost of the tunnel—I speak of the big tunnel only; you will of course recollect that sum includes the smaller one as well as the large one—is estimated, as you will see in the report, at \$3,000,000. Its length is 7,212 feet, which works out at \$416 per foot; that is to say, \$2,196,342 a mile, or in round figures about £200,000 a mile. If we add to that, charges for the permanent way and the shoring of the tunnel's length and the general charges of the railway, you will see that the cost of this tunnel is not less than one-third of the general charges of the railway. Everything has been said that it is necessary at present to say. As regards the enormous expense of the undertaking and we do not desire to revert to a painful and depressing subject, we should certainly like to hear the inside history of the tunnel and the experiences of those who have engaged in its construction. Vague rumours have been bruited abroad from time to time about the doings at Beacon Hill, but it is has been impossible, even if it had been advisable, to verify them. The main point is that the two ends have been connected after months and months of hard labour on the part of a large gang of coolies under the direction of skilled tunnellers from the home country. Are we to assume now that greater expedition will be shown in the construction of the other tunnels and the permanent way? The sooner the line is completed, the defective bridges repaired, and the strength of the culverts proved and passed, the sooner are we likely to find practical benefits accruing from this link which is to connect Kowloon with Canton. We have waited long and patiently for that desirable end, and we have yet to wait at least a year before regular traffic will be established on the frontier. If the engineering staff can secure that end within the time specified, no faults that have been recorded in the past may be partially condoned, and the good qualities of the completed undertaking elevated to the height of virtues.

FOR MARINERS ONLY.

This article is primarily intended for mariners. As most matter mariners are aware, the Hydrographic Office at Washington, U.S.A., is engaged in an immense work, which may be regarded as an addition to that undertaken by the British Admiralty. In brief it is to collect such local and incidental information regarding obstructions to navigation, news as to rocks, shoals, currents, etc., which can be incorporated in the existing charts. From what we can gather, the present aim of the Department is to present the navigator with such a compendium of facts relating to the North Atlantic and the North Pacific that his pilot charts will be a simple *vide mecum*. By the kindness of Captain Milroy, Director of the Nautical School and Superintendent of the Sailors' Home at Hongkong, we are enabled to give some idea of what is being done and, at the same time, to show how matter mariners, who take a love in their profession, may assist a great and glorious undertaking. It is difficult for an outsider, new to these technicalities, to know exactly where to begin. Let us start with the official letter to shipmasters. Therein it is stated that provided they co-operate with the U.S. Hydrographic Office, Navy Department, in supplying certain details which are set forth they will receive free of cost all the pilot charts, notices to mariners and hydrographic bulletins published by the Department. Nationally does not count in this matter, for all is grieved that comes to the mill, all is information to help the sailor-man. As an example of what we mean we take from the "Hydrographic Bulletin" the following: "Empress of Japan (Br. s.s.), Captain Robinson—January 26 to 27, from (approximately) lat. 41° N. to 31° N. E. to lat. 43° 30' N. long. 156° E. during a heavy gale, S.S.W. with very high sea, the steamer running with the wind and sea two points on the starboard quarter and yawing badly, used dog-fish oil with good effect for nine hours, as follows: 'An ordinary bucket with a small nail hole in the bottom nearly filled with oakum and waste,' was placed in the starboard forward latrine and kept filled with oil on running out formed a ribbon of oil about 30 feet wide on the water. Used from 4 to 5 gallons of the oil. [Report by Officer Douglas.]" Then there is a periodical paper issued on "port facilities" in which a curious statement is made under the heading of "Abatement of sound." It runs: "Captain Muir, of the British steamer *Kanibook*, reports the following aberration of sound: 'The fog signal on Bird Rocks, Magdalen Islands, St. Lawrence Gulf, was not heard when 1 mile to leeward, while it was heard when 1 mile to windward. Wind, light to moderate at the time.' It will be seen that what is wanted is not so much phenomena at sea as effects which are likely to misguide the navigator and conditions which he is liable to experience. All that the Department desire is that owners and masters of vessels should evidence their interest in this admirable scheme for safeguarding so far as possible the hazardous life of those who go down to the sea in ships by notifying those incidents and features which may strike

them as unusual or characteristic. Take the case of the chart of the Gulf Stream. Here we are given a clear exposition of the currents as they exist during the different seasons. As laymen, we were accustomed to understand that the Gulf Stream followed a definite course, an immutable movement, all the year round. Not so for the Gulf Stream has its little hiatus here and there, its wayward ways in special months—which, we take it, is known to most shipmasters. But here the caprices of the Stream are set forth in black and white. Then there is the pilot chart of the North Pacific Ocean—but as laymen we refuse to deal with so intricate a subject. All that is desired is that intelligent and observant shipmasters, of which there are a vast host in Hongkong, should record their impressions and observations and send them to the American Consul, who will forward them free of postage, to the Department at Washington. We have said enough to induce any and every master mariner who has his profession at heart to forward this beneficent world-wide plan of mutual assistance to the uttermost. He would be a churl who would fail to take part in a scheme which may ultimately result to his own benefit. Besides, by associating himself with the scheme he ensures for himself the receipt of all the latest charts without costing him a penny. These are a few general ideas submitted by a layman, but the best plan for shipmasters would be to make inquiries of Captain Milroy of the Sailors' Home on the subject.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

LOANS FROM ENGLAND AND GERMANY.

(By courtesy of the "Shing Po.")

Peking, 14th May.

A loan of £3,000,000 from England and another of a like amount from Germany for the construction of the Canton-Hankow and Szechuan-Hankow railways, respectively, has been concluded.

MINISTER TO BELGIUM.

YUENG SHU APPOINTED.

(By courtesy of the "Shing Po.")

Peking, 14th May.

On the joint recommendation of Grand Councilors Tai Cheuk and Chang Chih-tung, Yung Shu has been appointed Minister to Belgium.

CHINA'S SOVEREIGN RIGHTS.

PROTECTION CONTEMPLATED.

(By courtesy of the "Shing Po.")

Peking, 14th May.

The Waiwupu and the Ministry of Agriculture, Industry and Commerce have held a conference on the question of Consuls and foreign soldiers exceeding their powers.

It is proposed to enforce prohibition in all places other than Treaty ports in order to protect the sovereign rights of China.

SIR ROBERT HART.

RETURN TO CHINA IF HEALTH PERMITS.

(By courtesy of the "Shing Po.")

Peking, 14th May.

Sir Robert Hart has sent a telegraphic reply to the Waiwupu stating that he will return to China if his health permits.

HARBIN.

RUSSO-CHINESE UNDERSTANDING.

(By courtesy of the "Shing Po.")

Peking, 14th May.

H.E. Liang Tun-yen, president of the Waiwupu; Shi Siu-kee, Taotai of Harbin; the Russian Minister, and the Russian Consul at Harbin, on the 11th inst., affixed their signatures to a draft Treaty containing eighteen regulations regarding Harbin.

MACAO DELIMITATION QUESTION.

COMMISSIONER'S SEAL.

(By courtesy of the "Shing Po.")

Peking, 18th May.

The Waiwupu has deputed an official with instructions to deliver the Seal for the Special Commis-

BIRTH.
On May 21, 1909, at Shanghai, the wife of G. S. FOSTER Knap, of a son.

MARRIAGE.
On May 14, 1909, at Shanghai, KENNETH MCKELVIE, eldest son of the late Andrew McKelvie, of Shanghai, to EMILY ELLEN OLIVER, second daughter of Mr. and Mrs. James Clark, of Shanghai.

DEATH.
On March 20th, at the residence, No. 5, Barrow Terrace, Kowloon, Mr. LIBERLO J. XAVIER, aged 48, Shanghai and Bangkok papers please copy.

sloner to settle the question of the boundaries of Macao.

CANTON-HANKOW RAILWAY.

THE FOREIGN LOANS.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

Yielding to the pressure by the British Minister, Chang Oh-tung, has agreed to accept a loan from the British Syndicate for the construction of the Canton-Hankow Railway, and another from Germany for the Hankow-Chengtu line.

SHANGHAI-NANKING RAILWAY.

PROPOSED REDEMPTION.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

The Ministry of Posts and Communications is dissatisfied with the working of the Shanghai-Nanking Railway and proposes to redeem it in order to place it under the management of the Ministry.

THE EMPRESS DOWAGER.

ASKED TO ADMINISTER STATE AFFAIRS.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

It is reported that several high officials have bribed many of the Censors and they have accordingly presented a memorial praying the Empress Dowager to administer State affairs.

PRATAS ISLAND.

EARLY SETTLEMENT DESIRABLE.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

Viceroy Chang Jen-chun has repeatedly urged for an early settlement of the Pratas Island dispute, as in the present excited condition of the minds of the Chinese further delay may give rise to disturbances.

CANTON.

GOVERNORSHIP PROPOSED.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

It is proposed by the Grand Council to have a Governor appointed for Canton, so as to relieve the Viceroy of certain of his multifarious duties.

CHINESE AFFAIRS.

IN THE FOREIGN PRESS.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

The Waiwupu has telegraphed to the Chinese Ministers accredited to foreign countries to the effect that, whenever they observe any incorrect reports concerning China in the foreign Press, they are to take suitable steps to rectify the errors.

PRINCE CHING.

DENOUNCED FOR ALLEGED BRIBERY.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

Censor Wong Sui-lun has denounced Prince Ching for having, it is alleged, received bribes indiscriminately and giving official appointments to his adherents.

Prince Ching is determined to resign.

THE SHANGHAI TAOTAI.

DISMISSAL PROPOSED.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

The Grand Council has telegraphed to Viceroy Tuan Fang proposing to dismiss the Shanghai Taotai.

In his reply, Viceroy Tuan Fang stated that Taotai Tsai Nai-huang was guilty of a dereliction of duty only in connection with the failure of the Yuen Yuen Bank in Shanghai, but as he is a capable official he might be exonerated.

EXPLOSION IN SHANGHAI.

MATCH FACTORY RUIN.

EMPLOYEES KILLED AND WOUNDED.

[From Our Own Correspondent.]

Shanghai, 17th May.

There has been a terrific explosion in the Match Factory today.

Nine persons employed in the factory were killed and four others wounded.

The cause of the explosion is believed to be the careless handling of phosphorus.

MACAO BOUNDARY QUESTION.

CHINESE COMMISSIONER DESIRES TO BE RELIEVED.

[By courtesy of the "Sheung Po."]

Peking, 17th May.

Ko Yi-him, Chinese Commissioner for the delimitation of the Macao boundaries, has telegraphed to the Waiwupu asking that another Commissioner be appointed in his place.

CHINA MERCHANTS' S. N. CO.

DIRECTORS' MEETING SANCTIONED.

[By courtesy of the "Sheung Po."]

Peking, 17th May.

The Ministry of Posts and Communications has sanctioned the request of shareholders in the China Merchants' Steam Navigation Co. to hold directors' meetings in accordance with the law relating to joint-stock companies.

The N. C. D. News learns from native sources that many shareholders of the above company desire that its management should be retained in the hands of the merchants and not turned over to the Government. They have, therefore, elected Mr. Cheng Tao-chai, former Director of the company, as a representative. Mr. Cheng has recently arrived at this port, and after consultation with the shareholders has addressed a joint telegram to the Yenchuwanu praying that the company's management may be undertaken by the merchants.

CANTON-HANKOW RAILWAY.

THE FOREIGN LOAN.

[By courtesy of the "Sheung Po."]

Peking, 17th May.

It is reported that the loan for the construction of the railways from Canton to Hankow and from Hankow to Chengtu will be participated in, in equal shares, by Syndicates representing England, Germany and France.

NORTHERN RAILWAYS.

PERIOD FOR COMPLETION.

[By courtesy of the "Sheung Po."]

Peking, 17th May.

In a memorial to the Throne, the Ministry of Posts and Communications has fixed the periods for the completion of the Nanking-Kiukiang Railway to two years and of the Wuhu-Hankow Railway to four years, respectively.

MINING IN HONAN.

FOREIGN AND CHINESE DIFFERENCE.

[By courtesy of the "Sheung Po."]

Honan, 17th May.

A certain foreign syndicate or company, which has acquired the right of selling coal in the interior, has deprived the people of certain other privileges with the result that the gentry and merchants have been greatly put about.

A mass meeting was to be held in the capital of Honan Province to discuss the best method of retaliation.

FLOODS NEAR AMOY.

IN-PENG DISTRICT THREATENED.

[By courtesy of the "Sheung Po."]

Amoy, 17th May.

The river in the In-peng district has risen very high. It is feared that a catastrophe will overtake the district. Steps have been taken to guard against the impending floods.

THE SHANGHAI EXPLOSION.

EXTENSIVE DAMAGE.

[By courtesy of the "Sheung Po."]

Shanghai, 18th May.

The explosion in the Match Factory which took place on Monday, caused the collapse of several tens of houses in the vicinity of the factory.

This total number of persons killed and injured is estimated at 300.

MACAO BOUNDARY QUESTION.

TANG SHAO-YI TO ASSIST CHINESE COMMISSIONER.

[By courtesy of the "Sheung Po."]

Peking, 18th May.

At a conference of the Grand Councilors it was held that the Macao Boundary question is one of paramount importance.

The fact that H.E. Ko Yi-him, Special Commissioner, has repeatedly urged by telegram his relief by another, appointee, suggests the belief that he must feel that there are considerable difficulties in the way of a satisfactory solution of the problem. As soon as H.E. Tang Shao-yi returns from Europe it is the intention of the Grand Councilors to approach him to assist Commissioner Ko in settling the delimitation question with the Portuguese.

THE SHANGHAI TAOTAI.

DIFFERENCES STILL PENDING.

[By courtesy of the "Sheung Po."]

Peking, 18th May.

It is proposed by the Grand Council to settle the matter of the differences with the Shanghai Taotai.

Fearing, however, lest the Censor should take the matter up, the Grand Councilors have not come to any definite decision.

FRANCE AND CHINA.

FRONTIER DIFFICULTIES.

[By courtesy of the "Sheung Po."]

Peking, 18th May.

The Governor of Kwangsi has reported by telegram that French soldiers have crossed the frontier of Tonkin and wounded many Chinese soldiers.

Whereupon the Waiwupu has addressed a communication and demanded an explanation from the French Minister in Peking; at the same time the Ministry of Foreign Affairs has wired to the Chinese Minister in Paris directing him to approach the French Government on the subject.

CONSTITUTIONAL GOVERNMENT.

MINISTER'S DISAPPROVAL.

[By courtesy of the "Sheung Po."]

Peking, 18th May.

On the plea that, according to English notions, the Chinese have not yet attained to that standard of education necessary for a full appreciation of the question of Constitutional Government, H.E. Wang Tai Sien has urged the Grand Council to bring the matter to the notice of the Prince Regent.

MISSIONARIES.

PROPOSED REGULATIONS.

[By courtesy of the "Sheung Po."]

Peking, 19th May.

The Board of Civil Affairs and the Waiwupu have held a conference with the object of framing a set of regulations in respect to missionaries.

TANG SHAO-YI.

RETURNING VIA SUEZ.

[By courtesy of the "Sheung Po."]

Peking, 19th May.

Tang Shao-yi has reported by telegram that he is returning to China to-day, by steamer, via the Suez Canal.

MILITARY OFFICERS.

AGE LIMIT FOR RETIREMENT.

[By courtesy of the "Sheung Po."]

Peking, 19th May.

The Ministry of War has decided that military officers shall retire at the age of sixty years.

HSH SHIH-CHANG.

ARRIVAL IN PEKING.

[By courtesy of the "Sheung Po."]

Peking, 19th May.

H.E. Hsu Shih-chang, ex-Viceroy of the Three Eastern Provinces, has telegraphed advising that he is due to arrive in Peking on the 26th inst.

RUSSIA IN MANCHURIA.

APPLICATION FOR LAND LEASE.

[By courtesy of the "Sheung Po."]

Peking, 19th May.

The Russians have applied for the lease of certain territory in Klink to develop it, but the Waiwupu has strenuously opposed the application.

THE SHANGHAI TAOTAI.

PERSONA NON GRATA.

[By courtesy of the "Sheung Po."]

Peking, 19th May.

Kong severely denounced the Shanghai Taotai and sided with the Governor of Kiangsu.

Grand Councillor Luk Chin-lum fell in with Censor Kong's view.

It now appears that Taotai Tsai Nai-huang has slender chances of being entirely exonerated from blame.

CANTON-HANKOW RAILWAY.

LOAN COMPLICATIONS.

[By courtesy of the "Sheung Po."]

Peking, 20th May.

There are so many complications in connection with the loan for the construction of the Canton-Hankow and Hankow-Chengtu railways, that the Ministry of Posts and Communications has not yet arrived at a final decision.

MINISTER TO BELGIUM.

DEPARTURE URGED.

[By courtesy of the "Sheung Po."]

Peking, 20th May.

The Grand Council has telegraphed to Young Shu, Minister-elect, urging him to proceed to Belgium.

NAVAL STUDENTS.

PREFERENCE FOR APPOINTMENTS.

[By courtesy of the "Sheung Po."]

Peking, 20th May.

Prince Su has asked for a return of the students, pending their course of studies in the naval colleges in Europe, with a view of selecting the best men for appointment in the service.

CONSUL-GENERAL WILDER.

PRESS EXCOMMUNISM.

The retention in the Orient of Consul-General Wilder will give great satisfaction to all Americans in the Far East, writes the Manila Times editorially. Since the reform of the service we have had a great many excellent officials, but to a remarkable extent and in a peculiar way Dr. Wilder has endeavored to do his duty. He is originally brought unusual equipment to the office and in Hongkong he has developed into an ideal Consul-General. At Shanghai he goes to a larger circle of Americans, a circle of greater importance and a position of larger political importance and we feel quite sure that he will succeed just as well there, as he did in Hongkong.

A great many Americans believed that Consul-General Danby should have been retained in the Orient and promoted to the post of Minister to China, but instead the Administration has decided to transfer him to an important position in Europe. There will naturally be some disappointment, but in Mr. Wilder the Shanghai colony will have a Consul-General quite as able and as attractive personally as Mr. Danby. Mr. Rublee, who comes back to Hongkong after an absence of several years in Havana and Vienna, also believed in the new type of American Consul official, and while Dr. Wilder will reluctantly part from Dr. Wilder it will unquestionably welcome Mr. Rublee whom it knows.

It is exceedingly gratifying to Americans to find this type of men representing them in the important cities of the Orient. It was not very long ago that it was different. There were days when Consuls were the spoils of politics and those who remember bluish when they recall some of the consuls of the past who were given seals and emblems and sent to the Far East. It was a long distance from Washington, communication was slow and indirect, and nobody seemed to care especially. But one day there came an awakening and it was quickly followed by one of the finest clean-ups that ever occurred. Since then we have had none but carefully picked men and that promises to be the policy for all time.

SUGAR IN FORMOSA.

INDUSTRY SCHEME FOR INCREASE IN PRODUCTION.

The Formosan Government hopes to supply the whole demand for sugar in Japan within the next ten years, and is now working hard to increase production in Formosa. According to calculations made by the Formosan authorities, to cornered, 120,000 cho of sugar will be required to obtain the supply of 700,000,000 to 800,000,000 kin of sugar now consumed in Japan. But such an extensive area of land laid out and devoted to the cultivation of sugar cane without prejudicing the agricultural industry generally. For this reason, the authorities have adopted a scheme to increase the production of sugar by an improvement in the method of cultivating the cane and the process of refining. Last year about 160,000,000 kin of sugar were obtained from 200,000,000 kin of cane. When the process of manufacture is improved, the sugar obtained will, it is estimated, be 11 per cent. The price of sugar cane at present is Y3.30 per 1,000 kin, which will be reduced to about Y2.50 when the producing cost is diminished. When this is done, 55,000 cho of sugar cane farm will be sufficient to produce 700,000,000 to 800,000,000 kin of sugar, and the price of the commodity, now selling at Y5.80, can be reduced to about Y4. In this way, the prospects of the Formosan sugar industry are very hopeful. (It is very curious to note how apt the Japanese authorities are to make elaborate but wholly useless calculations of this nature.)

According to Japanese papers, the result of the working of the sugar-refining companies in Formosa for the present half-year has been very satisfactory, on account of the success of the sugar crop and good sales. The Formosan Sugar Company is in a position to distribute a dividend at the rate of 30 per cent., but has decided to limit the rate to 20 per cent., in order to add more to the reserve fund. The Taiwan Sugar Company could distribute a dividend at the rate of 15 per cent., but is resolved to carry forward its profits. The Oriental Sugar Company has cleared a profit, which places the company in a position to distribute a dividend at the rate of 10 per cent., but the company intends to repay an outstanding loan and it is not yet known what will be the rate of dividend. The Meiji Sugar Company is also in a position to allot a dividend at the rate of 10 per cent., but the rate will be reduced for the redemption of a loan.

PROSPECTS OF THE INDUSTRY.

A certain Government official, quoted by the Hwa Kien reference to the prospects of the sugar-refining industry in Japan. He says that the prospects of the Formosan sugar industry are certainly hopeful, but it requires Government protection on account of the competition of Java sugar, which enjoys natural advantages. If full protection is afforded, the production of Formosan sugar may grow to such an extent as to be able to supply the greater part of the demand of Japan. But if extreme protection is afforded to the Formosan sugar industry, the sugar-refining industry in Java and Proper would soon be affected. Even the extent of protection so far given has stirred up opposition, it being declared that the protection is the ruin of the industry in Japan Proper. It is therefore difficult to protect the Formosan industry beyond its present extent. Moreover, the Dai Nippon Sugar Company scandal has lowered public attention. A new board of directors of the company has been formed by Mr. Fujimura, but their ability has yet to be proved. If the protection of the Formosan industry is reduced and the reimbursement of duty on imported crude sugar maintained permanently, it is problematical whether the sugar-refining industry in Japan Proper will prosper. The Japanese sugar companies have to import crude sugar from abroad and refining it for the purpose of selling sugar will shortly be greatly improved when it is possible to obtain refined sugar direct from the cane extracted from the cane, and producing costs largely reduced. But if sugar is produced cheaply abroad, the Japanese industry will not be able to compete against the foreign product. Japanese sugar cane, however, is protected by a Customs tariff, but it is impossible owing to climatic relations for Japan to raise a high tariff on foreign sugar, so that the demand of the sugar refiners in Japan cannot be entirely secured. Briefly the sugar-refining industry of Japan requires the exercise of great caution, and Japanese sugar refiners are not free from anxiety. (Japan Chronicle.)

West River Floods.

RELIEF PARTY'S REPORT.

PITIFUL FLIGHT OF INHABITANTS.

[From Our Own Correspondent.]

Canton, 19th May.

The first party of relief members that was despatched on the 15th instant on board the steam-launch Tai Wai with foodstuffs, guns, bags, and other articles of necessity to the flooded districts to assist the sufferers, returned to Canton yesterday with a report to the effect that on the morning of the 15th instant they left Canton on board the Tai Wai and arrived at about 9 p.m. at Lan Shek where the embankments of the Ting On Wai had given way and the floods appeared to have gained nearly the same height as that of last year, or to be exact, one foot and a half lower. On the following morning the party arrived at Lo Pao, in Samsoi, and there found the dykes of the Wing Fung Wai considerably damaged. The villagers in large crowds to the number of several thousand earnestly solicited for rice. Many others were seen to gather on the neighbouring hills to seek refuge in a most pitiable condition. To each of these unfortunate the party distributed ten catties of rice. These local residents for the most part, however, were unable to do more than the best possible method of carrying out their work, and as a result handed over 3,000 catties of rice to the gentry with which to boil congee for distribution and also erected a number of large thatched on the hills to provide accommodation for the destitute. The Tsun Hou Wai was broken in three different places, measuring five hundred feet, and here about a dozen lives were lost and several houses collapsed. The dykes of the Fung Kong Wai were also washed away to the extent of 450 feet. On the morning of the 16th instant, the members of the party proceeded to He Wai Ki, where the embankments were found to be damaged over an area of some three hundred feet and the people were obliged to seek shelter on the high roads. After distributing rice to the sufferers in the latter place, the party proceeded to Ching Yuen district, where they met the local magistrates and with his aid gave away the remaining supplies to the sufferers and later returned to Canton.

MORE HELP.

The Central Relief Committee has again sent out another emissary with a further 30,000 catties of rice to the flooded districts for distribution among the sufferers.

SUBSCRIPTION LIST STARTED.

The Canton vernacular journal Kwok Sze Po has started a subscription list inviting donations towards the funds for the relief of the sufferers. Telegrams have also been sent to Chinese residing abroad soliciting subscriptions in aid of the unfortunate people.

APPEAL FOR HELP.

A letter has been received from the Kwong Ning district informing the Central Relief Committee that the embankments in that district have given way in various places and that foodstuffs are urgently needed for the relief of the people.

A HOPEFUL OUTLOOK.

The present flood has not, according to reports, caused such an extensive damage as that of last year, but it covers nearly the same areas in the riverine districts. Excellent weather has been prevailing during the last three days and it is expected that the floods will soon entirely subside.

RELIEF ORGANISATIONS COMPLETED.

The recent floods after doing extensive damage to the embankments, houses, property, and paddy fields to the riverine districts along the West River, are now gradually subsiding and the land will soon present its normal aspect. The Central Relief Committee, however, continues to send out expeditions one after another by steam launches with provisions, etc., to the affected districts to relieve the sufferers. The good services of the Central Relief Committee, which are worthy of praise, are generally appreciated all round. The members of the relief organisations are just as indefatigable in their charitable work as they have been in the past, and but for their prompt assistance in succouring the distressed the amount of misery inflicted by the visitation would have been incalculable.

YING TAK IN DISTRESS.

Yesterday, two hours after being in receipt of a telegram from the Magistrate of Ying Tak district, who reported that his district has also been badly inundated and large numbers of sufferers were waiting for supplies of rice, the Central Relief Committee was able to get ready the 5th and 6th parties to be despatched with rice, etc., to that district in the afternoon, through the Ying Tak district is some distance from Canton.

PRACTICAL SYMPATHY.

A sum of nearly \$5,000 has been collected in subscriptions in the town of Fatshan towards the funds for the relief of those who have suffered by the recent floods, which money is now being sent by the Relief Committee in the purchase of rice for distribution to the sufferers.

THE CHIEF JUSTICE'S JUDGMENT.

HIP ON'S APPEAL CASE.

Further argument was continued in the Supreme Court, last Monday, before the Full Court, comprising the Chief Justice (Sir Francis Pigott) and Mr. Justice Gompertz, in the appeal case brought by the Hip On Exchange and Loan Company, Ltd., appellants, and Li Po Yung, the respondent. The appellant moved to reverse the judgment of the Chief Justice in an original action in so far as it directed: (1) That the sale by the appellants to Kwok Yik-Ting of certain property, the subject of a counter-claim, be set aside, and that the consequent entries be made in the Land Office Register; and (2) that the appellants claim, as plaintiffs in the action, be dismissed as against the respondent Li Po Yung with costs; and (3) that the appellants pay to Li Po Yung his costs of the counter-claim. The defendant to the counter-claim, Kwok Yik-Ting, asked that the judgment whereby it was directed that the sale of the property from the Hip On Exchange and Loan Co. to the appellants be set aside, be reversed, and that the appellants be ordered to pay to Li Po Yung the sum of \$10,000, as damages for the loss of the property. The defendant to the counter-claim, Kwok Yik-Ting, asked that the judgment whereby it was directed that the sale of the property from the Hip On Exchange and Loan Co. to the appellants be set aside, be reversed, and that the appellants be ordered to pay to Li Po Yung the sum of \$10,000, as damages for the loss of the property.

The Hip On and Yuen Shing Companies were represented by Mr. H. E. Pollock, K.C., assisted by Mr. H. E. Daney (of Messrs. Dan

"HISTORIC" SHANGHAI.

A VOLUME OF FASCINATING CHARM.

Local histories must always have a circumscripted field and their appeal must always be limited, but the local historian has seldom a topic of such varied interest or of such international significance as is to be found in the rise of Shanghai to its present position of principal emporium of an Empire of nearly four hundred millions of souls, the commingling of the commercial, political, and financial interests of every civilized nation, giving to Shanghai and its history a character unique. Of all that is involved in the story of this great port, Mr. Montalto de Jesus, in this sketch of Shanghai's history, gives us the *fontes ad originem*, and we cannot delay saying that his volume is one of fascinating charm and will earn the gratitude of all Shanghaiers and of those whose interests are wider still, those whose first concern is rather the interplay of political forces and the move and countermove of diplomacy in the Far East; for the history of Shanghai is bound up with much wider things than its own commercial or municipal destiny. Opened to the world in response to the hard knocks of foreign guns, foreign endeavours saved it from the devastation that would otherwise surely have laid it low during the rebellions of the Taipings, and foreign nations again secured for it immunity from attack during two of China's wars. To the student of larger affairs its history is of interest as embodying the growth of an ideal, the gradual reduction of conflicting views and interests into a harmony of compromise without sacrifice of essential, and the concrete expression and functioning of international amity in the Far East. From this point of view we are inclined to question some of Mr. Montalto de Jesus's interpretations of facts and descriptions of motives, but as probably every reader will approach the subject with his own preconceptions, and as every writer on the subject would certainly do so, we cannot hold our author in default on that account; but rather we are unfeignedly thankful that the slightly Anglophobe and Sino-phobe symptoms of his earlier work have very largely disappeared and that the whole even where we regard his judgment as being in error, we recognize the fair-minded manner in which it is expressed.

Having disposed of this, THE ONLY SERIOUS CRITICISM we have to make of Mr. de Jesus's volume, we may proceed to suggest to our readers exactly what is the scope of the work and what is the bearing of the past, as pictured for us in these pages, on the present. Passing over the days before there was a foreign Settlement at Shanghai, we may note that there was at one time a possibility that this history could never have been written. The claims of Chusan, that delightful island, were at one time regarded as not unworthy to be set up against those of Shanghai as a place suitable for the establishment of a foreign Settlement, but the geographic and commercial instinct decided in favour of Shanghai, just as, at an earlier stage of European intercourse with China the claims of Chusan had given way before the commercial and military instinct which favoured Hongkong. Mr. de Jesus gives a spirited narrative of the opening of Shanghai and of the events that led to the Treaty of Nanking. He then proceeds to discuss the rise of the foreign Settlements and the circumstances under which this event took place. There can be no question that in the somewhat casual negotiations conducted by Captain Balfour with the Taotai for the settlement of the regulations governing foreign residence at Shanghai there was little of the foresight necessary to the great administrator. Mr. de Jesus points out that Consul Balfour had in mind merely British interests, and whilst we cannot agree with Mr. de Jesus in commending his attitude in this regard we would note that from the first he kept in mind the fact that other nationalities would be seeking a lodgement in the newly opened port, and under his successor's hard facts brushed aside Balfour's theories. The

TWO SALIENT FACTS of the Regulations were that provision was made for the amenability of other foreigners to the code and that Chinese residence within the Settlement was interdicted. It was not long before other nationalities sought to establish their Settlements, but by 1854, as Mr. de Jesus tells us, regulations were made for the welding together of the original Settlement, commonly known as the British Settlement, the French Concession, and the American pseudo-Settlement, and at the inauguration of the new régime Consul Alcock dwelt upon a need and an ideal that we have frequently emphasized in these columns, viz., "laws whereby the whole foreign community should be equally treated," "only in constitution, purpose, and government." Mr. de Jesus tells us that there was no difficulty in this regard as far as the British authorities were concerned, for they "never regarded the Settlement originally assigned to British merchants together with any rights or privileges therein acquired by the Government as a means of excluding other foreigners therefrom."

MR. DE JESUS'S INTERESTING NARRATIVE we cannot follow in detail, but we may point out some points of special interest. Mr. de Jesus puts the extremely vexed question of Chinese residence in the Settlement in a clear light when he says, "From a purely foreign reservation the Settlement became a native island, the southern portion, however, being left with a somewhat overcrowded and filthy population, fraught with danger of fire and pestilence, rife with brothels, opium shops and gambling dens. To the Consul's representations on this subject the Taotai replied that according to the original Land Regulation Act settlement was interdicted within the Settlement; now, however, tenements were built by foreigners to accommodate natives, regardless even of the risk incurred in harbouring people of bad character, indiscriminately. The Council eventually took this view, and limited its action to the suppression of disreputable houses. Concerning

THE ASPIRATIONS OF THE SETTLEMENT for absolute freedom we are given some most carefully digested and interesting information, including that of a scheme whereby the "leading citizens unfolded the curtains of a free-city under the protection of the four Great Powers most in touch with China, but exercising its own government through its own officers, to be elected under a system of suffrage that would give the controlling power to the owners of property, native and foreign, the city and its environs to be incorporated under a strong government." Throughout the book we are coming across foreshadowings of what must undoubtedly be the solution of Shanghai's great question, the admission of Chinese to a share in the government and we constantly find the Chinese upholding the frequently forgotten fact that the soil of the Settlement is the soil of China. Consul Meadhurst pointed this out, and Sir Frederick Bruce disavowed it. "Any administrative system which set at naught the territorial rights of the Chinese government," he said. "When the Taotai sought to levy one after another kind of tax or native residence within the Settlement, Sir Frederick Bruce repeatedly upheld the right of the local Chinese authorities to do as they pleased in the matter." Again, in

1883 Sir Richard Rennie suggested that the new code of Regulations and By-laws proposed for the government of the Settlement should be submitted to an experienced lawyer. The result was a sweeping revision of both Regulations and By-laws, and the affirmation of the principle that "for any amendment thereto confirmation by the Peking government was required."

THE LOVE OF FAIR PLAY that has always actuated the representatives of Great Britain in the Far East is admirably illustrated in Mr. de Jesus's account of the origin of the Imperial Maritime Customs. During the Taiping rebellion the Chinese Customs House on the Bund was pillaged and wrecked by the rebels. "The situation then assumed a peculiar phase. All native authorities being locally overthrown, the foreign mercantile community regarded the Treaty as then in abeyance, inasmuch as there were no officials to carry out its stipulations; and it was argued that where no customs-house existed there could be no obligation to observe its rules and pay its duties. Nevertheless Consul Alcock declared that the capture of a port could in no way abrogate a solemn Treaty with the Empire; that the Treaty obligations remained binding in spite of one of the contracting parties being for the time being incapacitated from giving full effect thereto; and that the incapacity arising as it did from that contracting party being beset by calamities, was no reason why its rights should be ignored, but on the contrary constituted the strongest argument for the honest recognition of such rights. Consul Alcock announced provisional rules for clearing ships in the absence of customs officials, the amounts due on imports and exports to be paid to the British Consulate either in silver or in promissory notes, to be eventually handed over to the Chinese authorities. Several other nationalities tried to gain an engagement for a similar two, but soon desisted, the first to drop out being the United States Consul, who was also a merchant. For several months this system was in working order, and received the emphatic approval of the British Minister in Peking, but eventually through force of circumstances it broke down, and on Consul Alcock's initiative the Imperial Maritime Customs took its place. In the meantime, British integrity had cost British merchants hundreds of thousands of dollars. We have perhaps dealt rather with one aspect of the matters covered in this interesting volume, but the assumption that other aspects of Shanghai's history are overlooked. The book is written with

A WIDE OUTLOOK. No narrow view of the place held by Shanghai is taken, as the following extract from the Preface will show.

"The pride of Shanghai, however, rests more upon the memorable struggle which proved to be an empire's deliverance of its terrible scourge—the Taiping rebellion. In this glorious liberation Shanghai figured as the central point, only to remain unparaphrasedly unmentioned. It is precisely from this central point that a history is most needed, inasmuch as the great influence which the reign of terror had upon the destinies of Shanghai, for good and for evil, can never be adequately gauged without full light being thrown on local conditions at that stirring epoch. Thence dated the marvellous growth of the foreign Settlements. It is mainly from this standpoint that the writer has striven to meet a long-felt need in presenting a faithful picture of what will ever be regarded as the most historic and interesting period in the annals of Shanghai."

This being the point of view from which the book is written it is appropriate DEDICATED TO GORDON, of whom an excellent portrait appears. Mr. de Jesus realizes, and his readers will realize with him, the great part that Shanghai played in the destinies of China at that time of stress and storm, and he points out that the Chinese Government was neither slow to see this nor to express its sense of gratitude. We trust that what we have said will make it clear to our readers that "Historic Shanghai" is a book worthy of the attention alike of the general reader and the student. For the benefit of the latter the frequent citation of authorities is invaluable, and a good index enables him to turn up any particular point with facility. With abundant and excellent illustrations, clearly printed in a comfortable type, and neatly and strongly bound, "Historic Shanghai" should take a place on every Shanghai bookshelf, and should also appear in the libraries of all who take a serious interest in the affairs of the Far East.—*Saturday Review*.

AN INDO-CHINA S. N. CO.'S SKIPPER.

PRESENTATION TO CAPT. TAMPLIN.

A very interesting and pleasing ceremony took place at Chienkiang on Thursday, the 13th instant, the occasion being the presentation of a beautiful embossed silver bowl with address to Capt. H. H. Tamplin on the eve of his departure for home. The presentation was made on board the I. C. S. *Tung Shing* by her general commander, Capt. Stalker, as representative of the Captains and Officers of the Indo-China Steam Navigation Co.'s fleet, in the presence of numerous shore and seafaring friends of Capt. and Mrs. Tamplin.

The address read—"To L. H. Tamplin Esq. On the occasion of your leaving for the Homeland on a well-earned holiday, we, the masters and officers of the Indo-China Steam Navigation Company's steamers, consider it a most fitting opportunity to express our appreciation for the many kindnesses which, as the Company's representative at Wuhu and Chienkiang, you have shown towards us both in and out of business. For old times' sake we ask you to accept the accompanying piece of plate in remembrance. Trusting Mrs. Tamplin and yourself will enjoy perfect health and have an enjoyable holiday in the sincere wish of all."

Capt. Tamplin gracefully acknowledged the handsome present, and after the health and happiness of Mrs. Tamplin had been honoured by the assembled company, coupled with hearty good wishes for an enjoyable holiday, the proceedings terminated.—*N. C. D. News*.

HIT WITH A BRICK.

ACTION FOR DAMAGES SETTLED.

We are given to understand that the action brought by O. Beguiria, a ticket collector, in the employ of the "Star" Ferry Company, Limited, against the contractor, Lam Woo, for damages, alleged to have been caused by the negligence of those employed by the contractor, has been settled. The claim, it will be remembered, was for \$1,000, and as far as the report goes \$500 have been paid over to the claimant. Lam Woo has the contract for erecting a building in Pedder Street, and it is stated that one Sunday morning a month ago while plaintiff and some lady friends were passing the building a loose brick became dislodged and fell, striking plaintiff on the head. Mr. P. W. Golding (of Messrs. Golding, Barlow and Morrell) appears for the plaintiff. The defendant is represented by Mr. Atkinson (of Messrs. Deacon, Loeber and Deacon).

THE KIOB AUSTRALIAN GOLD MINING CO. LTD.

GENERAL MANAGER'S REPORT FOR THE FOUR WEEKS ENDING APRIL 24, 1909.

The Chairman and Directors, Raub Australian Gold Mining Coy. Ltd., Singapore.

Gentlemen,—I herewith beg to hand you my report on your mining and milling operations. The mine measurements and assay returns of prospecting work show a total of 866 ft. for the period (4 weeks) under review, made up of 25 ft. sinking, 19 ft. driving, 637 ft. cross-cutting and 25 ft. of prospecting work, as against a total of 37 for the previous four weeks.

MINES.

Bukit Komar, 540 ft. Level, Drive South.—This has been driven 1 ft., making a total of 101 ft.

The drive carries a nice body of stone. North Drive.—To this has been added 3 ft., bringing the total to 55 ft. Driving has been stopped owing to low value of the rock.

A drive on the main lode has been started northward to join the wire coming down from the 400 ft. level.

400 ft. Level, South Drive.—This has been extended 10 ft., making a total of 55 ft. The lode 45 in. wide, average 3.6 dwt. per ton.

400 ft. Level North, No. 1 Winze.—This has been extended 16 ft., making the total depth 51 ft. The portion of lode is eight averaged 46 in. and low grade.

The drive from the stop north has been extended 2 ft., making a total of 9 ft. The lode 5 in. wide, gives 19.2 dwt. per ton. As this seems to be improving northward it has been stopped and the main drive below has been restarted and the two will be connected by a winze later.

Crosscutting for Stop-filling, 35 ft. Stop.—Above the 400 ft. level, 1 stop; lode 49 in. wide and worth 7.30 dwt. About the 300 ft. level, 2 stops; lode 19 in. wide and worth 2.30 dwt.

Above the 200 ft. level, 1 stop; lode 14 in. wide and worth 3 dwt.

STORE-MINE.

150 ft. Level, Drive South.—This has been driven 17 ft., making a total of 1,030 ft. The lode 8 in. wide, averages 15.7 dwt.

At 100 ft. level of Anderson Shaft or 720 ft. stop of Stop shaft, a winze has been started and sunk 3 ft. The lode 35 in. wide, assays 15 dwt.

It is intended to connect this to the north drive on the 200 ft. level from Anderson Shaft. From the stop a small branch about 7 in. wide has been driven on 15 ft. and 18 ft. to the north and south, respectively, worth 7 dwt.

100 ft. Drive North.—To this has been added 25 ft., making a total of 101 ft. The lode averaged 4 in. wide and worth 2.5 dwt. per ton.

Crosscutting for Stop-filling, 20 ft. Stop.—Above the 100 ft. level, 2 stops; lode 9 in. wide and worth 14.2 dwt.

ANDERSON SHAFT.

260 ft. Level, Main Crosscut West.—This has been extended 23 ft., making a total of 60 ft. The lode has been struck and driven on to the north 8 ft.

It is now 60 in. wide and worth 10 dwt. A second batch of quartz about 4 in. wide was driven on 17 ft., but is of no value and has been stopped.

DUKIT MALACCA.

No. 1 Level, Drive South.—This has been driven 24 ft., bringing the total to 41 ft. The lode 6 in. wide, assays 8.9 dwt.

A bunch in the hanging wall has been driven on 20 ft., on a lode 5 in. wide worth 3.30 dwt.

No. 1 Level North, Drive North From Crosscut East.—This was started on a branch made in the crosscut and has been driven on 24 ft. on lode matter 4 in. wide worth 5.2 dwt.

No. 2 Level, South Drive North From Crosscut East.—This has been driven 3 ft., making a total of 3 ft. and as the lode became poor and disturbed a crosscut has been started and taken 16 ft. to the east.

Stop.—Above the No. 1 level, 1 stop, and above the No. 2 level, 1 stop, lode averages 5 in. wide and worth 5.17 dwt.

Prospecting.—23 ft. of this work has been carried out on surface.

GENERAL.

At Anderson Shaft a new head gear is in course of construction.

The new electrical machinery and reduction gear for operating the pump are complete and have been given a trial run which was most satisfactory.

The transformers have been removed from Stop mine to Anderson Shaft to make this the head transforming station. For working Stop machinery a low tension service is connected.

From the Wilfley Tables 34.15 tons of concentrates have been recovered worth 16.5 dwt. per ton.

BUKIT KOMAR.

40 Stamps: ran 28 days less 1.5 days for repairs and clean up.

Hungting Mill ran 28 days less 1.41 days for repair and clean up.

Ore Crushed: Komar 2,755 tons. Stop 912 "

Total 3,667 tons.

Amalgam Collected 2,600,000 oz. producing Retorted Gold 917,000 "

Retorted Gold 917,000 "

Amalgam Collected 305,000 oz. producing Retorted Gold 103,000 "

Retorted Gold 103,000 "

Average yield per ton .99 dwt. Total—Tons crushed 5,705,000 oz. Amalgam 3,005,000 oz. Smelted Gold 1,034,975 oz. Average Fineness 913.447 "

Yield per ton 3.62 dwt. W. H. MARTIN, General Manager.

IMPORTANT DISCOVERY OF QUARTZ IN ANDERSON SHAFT.

It had been anticipated for some time a good discovery might be made in the Anderson shaft of the Raub gold mine, and it is now announced that the expected lode has been struck, and that at the date of writing, Mr. Martin was able to state that it was sixty inches wide and worth 10 cwt. to the ton. From the fact that Mr. Martin also states that a new head gear is in course of construction at this shaft, and that a considerable amount of work has been, and is being, effected in and around this particular spot, the inference is that the present discovery of valuable gold-bearing quartz may be the precursor of other discoveries, and that the output of Raub may be accordingly increased at a not very far distant date. Indeed, it is generally believed that the chief importance of the discovery in the Anderson shaft is that it confirms a theory formed as to the direction taken by other important gold-bearing seams, for which reason shareholders and others will so doubtless await the manager's next report with more than the usual amount of interest.—*Straits Times*.

ALLEGED COUNTERFEITER CAPTURED.

ACCUSED OF PASSING FORGED BANKNOTES.

Last Monday night, a coolie, who interposes the name of Chung Ho, walked into the box office of the Hongkong Cinema, and depositing a 500 baht, drawn on the Chartered Bank of India, called for five twenty-cent seats. The ticket man examined the bill carefully. He found it to be forged, but before he could question the coolie, the latter had fled. He was pursued and captured, and when watched at the Central Police Station another spurious bill was found in his pocket. When interrogated as to where he obtained the bad bill, the man said, "I got them in the country." He was charged before Mr. J. H. Kemp, in the Police Court, on Tuesday, with issuing counterfeit bills. He pleaded not guilty, and the case was remanded till next week.

NIPPON YUSEN KAISHA.

HALF-YEARLY REPORT.

The next half-yearly General Meeting of the Nippon Yusen Kaisha is expected to take place on the 27th inst., the *Asahi* states. The net profit of the present half-year is believed to be about ¥1,000,000, and this figure, the amount brought forward from the previous term should suffice to enable the Kaisha to pay a dividend at the usual rate of 12 per cent. per annum. Apart from the above, however, the Kaisha has a serious question to consider, says the *Asahi*.

The term of the subsidy for its European service will expire in December next. After that the number of subsidised steamers for service will be decreased from twelve to eleven. Its three steamers on the American service, and six others on various other lines, will lose the privilege of a subsidy. Such a change, the case, it will soon become necessary to construct many new steamers. At the same time it has to increase the reserve for depreciation. It is, however, likely that the rate of dividend for the present half-year will be 12 per cent. as already mentioned.—*Kobe Herald*.

BUSINESS IN TONKIN.

EXPORT TRADE FLOURISHING, WHILE IMPORT TRADE IS DEPRESSED.

The export trade of Tonkin during the first quarter of this year increased at a pace which only slackened by the difficulty of finding enough vessels to carry the shipments to Europe. The export of grain shows a marked advance. But, says the *Asahi*, the *Tonkin*, the most gladdening feature is the heavier shipments of minerals. This is a welcome sign of the times, for it brings home, again, to the Government and to capitalists, the development of the mines of Tonkin will add enormously to the wealth of the Colony. Unhappily, the mining region lies in the upper country, which is so overrun by brigades that prospectors are in risk of their lives. The exports from Tonkin in 1908 were 103,000 French tons over and above those of 1907. Those in the know say that the figures for 1909 will far exceed those for 1908.

Far otherwise is it with the import trade, in which this depression is terrible indeed. Many stores, with heavy expenses to meet, hardly make enough to cover the outlay, and not always even that. Optimists hope for a brighter future in view of a large public works loan to be shortly raised by Government, which may give a much needed spur to business. Others look for improvement from the approaching completion of the Yunnan railway. Some fancy that the depression will only end when the mines in the Colony are so developed as to draw crowds of Frenchmen and foreigners, who will spend their earnings in the large towns freely. Too many import firms, however, cannot wait so long. They have either shut up shop, or have removed to Saigon, leaving only branches in Tonkin.

ADMIRAL LAMBTON AS FISHERMAN.

The *Japan Advertiser* gives the following details of Vice-Admiral Sir Hedworth Lambton's fishing excursion last week. The Admiral and six of his officers were the guests of Admiral Saito and spent the whole of Sunday fishing on the Tamagawa River. Captain Saito and his reception committee received the party at the Shibusha Tramway Station and they returned at the Tamagawa at 10 a.m. The honorary officials of the village expressed their appreciation of the honour conferred upon them by the visit of the Commander-in-Chief of Britain's China Squadron. The villa of Mr. Den commands a magnificent view opposite Tamagawa, and the arable in the garden at this period lent additional beauty to the scene. At the gate of the villa, the Rising Sun and Union Jack were crossed. Vice-Admiral Lambton, the guest of the day, riding in the same carriage as Captain Saito, entered the villa, and was received at the gate by Miss Miyada, the principal of the Kiwada girls' school and thirty of her students who held their alumni meeting in the garden. Refreshments were served on the lawn at about noon and the fishing party commenced its operations in ideal weather. Some twenty boats were specially decorated and equipped, and carried a plentiful supply of provisions and refreshments. The visitors, on account of their naval rank, were invited to arrange the fishing boats into a fleet, and this was accordingly done, amidst much merry-making, the boat of Vice-Admiral Lambton assuming the rank of flagship. Finally, in a shady spot on the river, the party was successful in making some fine catches of carp, many of the officers wading in the river in pursuit of their "prey"—often a difficult task. Eventually, after a thoroughly enjoyable day, the party returned with the "catch" to the official residence of Admiral Saito.

OIL IN SIAM.

Petroleum is found in Manang Fang in the extreme north of Siam. The amount of oil produced is quite insignificant. The oil may be collected by skimming the water which collects in shallow pits dug for the purpose. The oil thus collected is black in colour and very viscous. It is supposed that this occurrence is geologically connected with the oil-fields of Burma.

This oil is not likely to become of any importance until communications have very much improved. At present it would be practically impossible to open the district so as to be able to work the deposits, even if they have any value, which is an open question.

Oil has been frequently reported in Koda, and experts have pronounced it to be there, but it is very doubtful whether there is any truth in these assertions, as no good samples have ever been obtained. It appears that people have been misled by the presence of considerable quantities of marsh-gas in some underground ground.—*N. C. D. News*.

THE SIAM DIRECTORY.

A NEW BANGKOK PUBLICATION.

Among the publications which are bound to prove of value and commercial importance to the merchant may be counted the *Siam Directory*, the first issue of which has just been issued through the enterprise of the *Siam Observer*. Anyone who has had anything to do with the compilation of a directory, even the simplest, will realise the difficulties that occur at the outset in ensuring accuracy and simplicity, and at the same time the necessity of presenting the information in a convenient form has not to be overlooked.

There is added to this the special knowledge required in collating the facts connected with a foreign country such as Siam where all the customs and nomenclature are opposed to Western notions and training; these difficulties are increased a hundredfold. The new *Siam Directory* redounds to the credit of the Editor, Mr. H. G. Gough, whose long experience of the country admirably fitted him for the work in question and it is now possible to find at a moment's notice the name of any firm doing business in Bangkok and that of any foreign resident or Siamese notability. Some of the names of the latter would form an excellent exercise for a spelling "B," and like the chairman at company meetings we will take them as read. Still we are inclined to wonder how his familiarity address the Royal Prince who rejoices in the cognomen of Bhanubandhawongse Voradei Bhanaragasi?

The Directory contains a brief history of Siam, a description of the capital, an epitome of the laws, the most important treaties, a short description of the Customs tariff, etc. Special sections are set apart for the foreign business houses in Bangkok and their employees, while there is a comprehensive alphabetical list of foreign residents. Altogether the *Siam Directory* is a comprehensive compendium for the dealer of the commercial agent, the shipping agent and the business man generally. It is printed at the office of the *Siam Observer* and costs the reasonable sum of five shillings.

TRAFFIC IN WOMEN.

SHARP SENTENCES AT NAGASAKI.

The *Nagasaki Press* states that sharp and commendable sentences were passed upon three men (one the name) before the Nagasaki Chihō Saibansho on Wednesday evening on charges of being concerned in the kidnapping of nine Nagasaki girls for shipment to Shanghai, one, Sugahara, of Yamaguchi-ken, receiving seven years' imprisonment, and two others, Kaneko, of Kumamoto-ken, and Yamaguchi, of Omura, receiving six years' each. It appears that these loathsome individuals were caught in the act of stowing their victims in the hold of the Norwegian steamer *Varg* leaving Moji for Shanghai on January 12th last, when their suspicious behaviour attracted the attention of the Captain who promptly handed them over to the police. It is extremely pleasing, our contemporary remarks to observe that the authorities in Nagasaki are taking a prominent lead in the adoption of means to suppress this abominable practice. They have set an example worthy of the most serious attention and which might be copied in other quarters with advantage if this pest is to be stamped out.

Another case brought before the Nagasaki Chihō Saibansho on Wednesday last, though fortunately of a much less common nature, received a well deserved sentence when the gravity of the offence is considered. The case in question was a charge of robbery with violence, and violation of a married woman by one Mitara Kanosuke, aged 23, a native of Moji, and an old offender, and the sentence imposed was twenty years' imprisonment.

From the evidence on which he was convicted it appears that Mitara, who was only liberated from the Ishaya prison on March 18th, broke into a merchant's house at Sasebo early the following morning, during that gentleman's absence, and under threat of violence, committed a criminal offence upon his wife. He afterwards plundered the house of money, valuables and clothing before taking his departure. The Sasebo police, however, were soon on the track of the offender and succeeded in arresting him the same afternoon whilst visiting a friend. He has no fewer than thirteen previous convictions of "his recorded against and was justly termed 'incorrigible'."

THE GOVERNMENT OF HARBIN.

A WORKING AGREEMENT CONCLUDED.

Peking, May 12.—A preliminary agreement, containing eighteen articles, was signed yesterday by H. E. Liang Tun-yen, President of the Waiwupai, and His Honour Shih Chao-chi, Taotai of Harbin, representing China; and M. Korostov, Russian Minister at Peking, and Major-General Horvath, Chief of the Harbin Railway Staff, and Acting Consul-General for Russia in Harbin, as representatives of Russia regarding the Russian railway authorities at Harbin and their claims to have the right of taxation over Chinese subjects both at Harbin and other Settlements along the line.

The agreement emphasizes the intention of Russia to respect China's sovereign rights. Treaty rights of other nations are safeguarded by an exchange of notes.

Major-General Horvath left Peking yesterday.—*N. C. D. News*.

CHINESE POST OFFICE RETURNS.

DR. MORRISON'S APPRECIATION.

Under yesterday's date the Peking correspondent of the *Times* wires as follows:—

The report on the working of the Imperial Chinese Post Office in 1908 has been completed. Again, at last year, the operations show an unprecedented expansion. The improvement of the organisation, the facilitation of inter-provincial communication and the acceleration of delivery by a courier service working day and night then noted can again be recorded.

The postal routes now cover 88,000 miles, of which 68,000 are courier lines. High credit is due to the Postal Secretary and the small body of foreign employees scattered over the Empire for training the Chinese employees and organising this remarkable extension of an efficient service.

The only regrettable feature of the administrative method of compiling the statistics according to the Chinese and not the foreign year. In 1907, in reference to China, within the antiquated Chinese calendar was substituted for the foreign calendar, in which all the Customs reports had been compiled since the institution of the Customs. By this calendar the year ended on January 1st, the previous year having ended on February 1st in 1908. The number of postal offices open in 1907 was 776. There were 2,303 offices in 1907, and 3,493 in 1908. The number of postal articles handled in 1907 was 10,000,000, the number in 1908 was 16,000,000, and in 1909, 25,000,000. The number of parcels was 127,000, weighing 450 tons, in 1907, 1,026,000, weighing 5,500 tons, in 1908, and 1,445,000, weighing 27,135 tons, in 1909.

As a substitute for firewood and rice-straw for domestic purposes amongst the Chinese, the Chinese Engineering and Mining Company are introducing the use of Black Coal and already the scheme has prospects of much success. With but slight alteration the Chinese stoves at present in use can be made suitable for burning coal, and the advantages to be derived from the use of coal, compared with firewood and rice-straw are cleanliness and cheapness—two very important factors. The scheme has been successfully introduced in Tientsin, and with the object of interesting the Chinese in it this settlement the Mining Company has opened show rooms at No. 15 and 19 Howard Road, reports the *Shanghai Times*, where demonstrations are given, to all who care to go there, of the use and advantages of coal. A couple of stoves have been installed for the purpose, in which three fires are continually burning, and the average consumption of coal per day is estimated to be no more than 35 lbs., the cost of which works out at something like 15 cents. This is said to be about half the cost of firewood and rice-straw, the price of which is about 30 cents and 40 cents per picul respectively. The cost of the Company's No. 1 slack coal is 57.50 per ton. (At present the cost for the Chinese to adopt the use of coal in place of other fuel the Mining Company have made an offer to effect the necessary alterations to existing stoves free of cost. Already many Chinese have visited the showrooms and have been much impressed by what was demonstrated to them, and there can be no doubt but that the scheme will in the end prove entirely successful. The Chinese Engineering and Mining Co. is one of the largest and most influential concerns doing business in the Far East, and it is interesting to note that the average yearly output of the Company's mines is 2,000,000 tons of coal, which has been a half million tons in 1908.

RAISING COAL.

A DEMONSTRATION IN DOMESTIC ECONOMY.

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LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber, last Thursday. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Colonel Darling, Hon. Mr. F. H. May, C.M.G. (Colonial Secretary), Hon. Mr. Henry Berkeley (Attorney-General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G. (Director of Public Works), Hon. Mr. F. J. Budge, (Captain Superintendent of Police), Hon. Mr. A. W. Brawn (Registrar General), Hon. Mr. Ho Kai, M.A., C.M.G., Hon. Mr. E. A. Hewitt, Hon. Mr. Wal Yuk, C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. R. Osborne, Hon. Mr. H. E. Pollock, K.C., and Mr. C. Cleland (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 4).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 13 to 20. It was agreed that they be referred to the Finance Committee.

SUPPLY BILL.

On the motion of the Colonial Secretary seconded by the Colonial Treasurer the Bill entitled an Ordinance to authorize the appropriation of a supplementary sum of five hundred and twelve thousand two hundred dollars and thirty-four cents, to defray the charges of the year 1900, was read a first time.

The Bill is as follows:—
Whereas it has become necessary to make further provision for the public service of the Colony for the year 1900, in addition to the charge upon the revenue of the Colony for the service of the said year already provided for.

Be it enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:—

A sum of five hundred and twelve thousand two hundred dollars and thirty-four cents is hereby charged upon the revenue of the Colony for the service of the year 1900, the said sum so charged being expended as hereinafter specified; that is to say:—

Governor	\$ 14,612.43
Registrar General's Department	4,445.41
Audit Department	4,247.99
Treasury	4,015.76
Harbour Master's Department	3,974.55
Observatory	2,448.02
Miscellaneous Services	169,400.52
Judicial and Legal Departments	15,443.72
Education	5,848.74
Public Works Recurrent	74,836.49
Charge on Account of Public Debt	9,709.18
Penitentiary	7,935.19
Charitable Services	31,007.66
Public Works Extraordinary	164,303.68
Total	\$12,200.34

The Colonial Secretary said that when the Bill will have been read a second time, it will be referred to the Finance Committee. The Council to which it was necessary to draw hon. members' attention was the appropriation in connection with the Kowloon-Canton Railway.

POSTAGE STAMPS.

The Attorney-General moved the second reading of the Bill entitled an Ordinance to dematerialize postage stamps bearing the head of Her late Majesty Queen Victoria.

The Attorney-General said that the Bill was introduced in order to bring us into line with the Mother Country in respect of the use of postage stamps bearing the head of our late Majesty the Queen. The Government had taken action upon the suggestion of the Postmaster-General.

The Colonial Secretary seconded.

The Bill passed through Committee.

The Bill was read a third time and passed.

CHILDREN AND CAPITAL PUNISHMENT.

The Attorney-General moved the second reading of the Bill entitled an Ordinance to amend the Law with respect to children and young persons.

The Colonial Secretary seconded.

The Bill passed through Committee with slight amendments.

The Bill was read a third time and passed.

LARGEY ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled an Ordinance to amend.

The Colonial Secretary seconded.

The Bill passed with amendments.

The Bill was read a third time and passed.

PUBLIC HEALTH AND BUILDINGS.

The Bill entitled an Ordinance to amend the Public Health and Buildings Ordinances 1900-1902 was read a second time on the motion of the Attorney-General, seconded by the Colonial Secretary.

Bill left in Committee after considerable discussion.

LIFE INSURANCE COMPANIES.

Council considered in Committee the Bill entitled an Ordinance to amend the Life Insurance Companies Ordinance, 1907.

Bill read a third time and passed.

MERCHANT SHIPPING.

Council considered in Committee the Bill entitled an Ordinance further to amend the Merchant Shipping Ordinance, 1899.

Bill read a third time and passed.

APPOINTMENT.

The Council adjourned until Thursday, the 27th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

ALLOWANCE TO SERGEANT.

A sum of one hundred and thirty-two dollars and fifty cents in aid of the Sergeant, Registrar General's Department, Emigration, Sub-Department, for the following items:—

Sergeant, allowance for fuel and light	\$42.50
Sergeant, language allowance (Chinese)	90.00
Total	\$132.50

TYPEWRITER.

A sum of two hundred and sixty-nine dollars is laid of the vote, Governor, Other Charges, typewriter.

CAUSEWAY DAY TYPHOON SHELTER.

A sum of twenty-five thousand dollars in aid of the vote Public Works, Extraordinary, Causeway Day Typhoon Shelter, depending allowance to be used not below Ordinance Datum.

This was all the business.

This morning (18th inst.) a warrant was issued by the District Magistrate (Mr. J. H. Kemp) for the arrest of a foreign woman named Lottie Kolberg, who failed to appear at the Magistrate's court to answer to a summons. Some days ago an order, signed by Government, it is reported, was issued ordering the deportation of the woman in question from the Colony for being a dishonest person. She did not quit the Colony on the date mentioned, and consequently she was called upon to answer the charge of disobeying an order of banishment. When the case was called this morning, the fair defendant was not present, and the warrant for her immediate arrest was made out.

Kowloon-Canton Railway.

QUESTION OF THE APPROPRIATION OF FUNDS.

COLONIAL SECRETARY'S DEFENCE OF SIR MATTHEW NATHAN.

Colonial Secretary's Office, Hongkong, 19th May, 1900.

Sir,—With reference to the leading article in your issue of the 15th instant in which you alleged that Sir Matthew Nathan "devoted funds without the sanction of the Council to the inauguration of works (i.e. for the British Section of the Canton-Kowloon Railway) entirely without the knowledge of the people's representatives," and that "none of the details concerning the actual condition of things on the Railway construction work, the progress of the operations, the character of the line and the probable ultimate expense of the undertaking" were furnished by him, I desire by permission of His Excellency the Governor to point out that what ever funds were devoted to the railway works by Sir M. Nathan were borrowed under authority of Ordinance No. 11 of 1905 duly enacted by the Legislature of the Colony with full knowledge of the objects to which the borrowed monies were to be devoted; that the Chief Resident Engineer for the Railway only arrived in the Colony at the end of March 1900; that besides organizing and initiating the work he was during the next 12 months busily engaged in the preparation of detailed estimates for the whole work; that on the 23rd of May, 1900, an estimate of expenditure up to 31st December, 1907, was laid on the table of the Legislative Council, which, in addition to the estimated expenditure for the year, showed the expenditure incurred during 1900; that on the same day a sum of \$2,438,000 was advanced out of funds in the custody of the Government for the expenditure during 1900; that a fortnight later the said resolution was passed by the Council unanimously; and that the detailed estimates for the railway were first submitted to this Government in June, 1907, nearly two months after Sir M. Nathan had left the Colony owing to his hurried and unexpected transfer to Natal.

These estimates had to be referred home for the scrutiny and approval of the Consulting Engineers and were not presented to the Legislative Council till the 27th of February, 1908.

From the above recital of facts it is manifest that Sir M. Nathan did not spend money on the Railway without the sanction of the Legislature; and that if he did not furnish full particulars concerning the projected railway works it was because he was not himself in possession of the necessary information.

I am, Sir, Your obedient servant,

F. H. MAY, Colonial Secretary.

SUSPECTED ROBBER ARRESTED.

ACCUSED OF MALPRACTICES IN CHINA.

The police, last Monday, arrested a man, giving the name of Li Tseung, who is accused of the commission of the crime of armed robbery in the interior of China some months ago. The suspect, who is a cook by trade, resided at 4, Tai Wong Lane, and it is alleged that on the 16th December last, in company with several other broke into the house of a man named 'Sui Cheung Chan, in the Nam Ki village, Pao U district. The robbers, it is asserted, ransacked the premises, and seriously injured one of the inmates, who refused to obey the order to keep quiet. The suspect was arraigned on the extradition charge in the Police Court, on Tuesday, and, pleading not guilty, the case was adjourned for a week.

FOREIGN CAPITAL IN JAPAN.

The issue of the Osaka Municipal Loan bonds in London through the industrial Bank has met with a success, remarked the *Nichi Nichi*, the result being considerably more satisfactory than in the case of the South Manchurian Railway loan, raised in the same market last year. According to the vernacular paper, translated by the *Japan Chronicle*, from which we quote, this is no doubt due to the difference in the condition of the money market in London this year and last year, and it is not at all improbable that in the present condition of the market any other kindred ventures will meet with similar success. In short, this is an excellent time for the flotation of foreign loans. The issue of foreign capital with the brisk sale of national bonds to foreigners that is going on in Japan, should be considered as having widely opened the gate for the inflow of foreign capital. While recognising the facilities which have now become available for the employment of foreign money, the attention of the people should be drawn to the fact that the larger the amount of Japan's indebtedness the more will be the amount of interest to be paid to foreign countries. Whether the borrowers be the Government or private corporations, the balancing of international accounts means the exodus of much specie from the country in payment of interest. The specific question has long been engaging the attention of publicists in this country, and though so long as Japan can avail herself of foreign capital with ease and facility the matter seems to claim less attention from the public; the importance of the problem must increase with the growth of Japan's liabilities. With the satisfactory raising of foreign loans and the ready sale of national bonds, the payment of the interest will become a question worthy of careful study by publicists, conscious of the Tokyo Journal. Various means are suggested towards minimizing the outflow of specie resulting from payment of interest on foreign loans. Firstly, the encouragement of the export trade is urged; secondly, the keeping down of interest at as low rate as possible; and thirdly, the attraction of money from abroad to Japan through channels other than trade. The promotion of the export trade is what has been most earnestly advocated both by the Japanese Government and people for many years, but this method is of such a nature that it grows only by degrees with the development of the manufacturing industry of the country. It can scarcely be expected, therefore, that it should show a respectable advance in the course of a few years. As to the absorption of foreign funds through channels other than trade, such as remittances from Japanese working abroad and the proceeds from the tourist traffic, this is a most desirable plan, but the amount received in this way can hardly be estimated accurately or relied upon as a regular source of revenue. The question then resolves itself that for the present Japan cannot find any other means of reducing the amount of interest on Japan's foreign accumulating debt than the keeping down of the rate of interest itself. For this purpose the conversion of national bonds carrying high interest into others with lower interest is calculated to be a policy in keeping with the financial interests of the country.

Policeman Shot Dead.

DISTURBANCE AT SAMCHUN.

ARMED ROBBERS FLEE HAVOC WITH VILLAGERS.

A very daring outrage was committed in the quiet village of Samchun, which is situated quite close to Hongkong, at an early hour yesterday morning, by a gang of armed robbers, numbering some forty strong, who forced an entrance into the residence of a well-to-do farmer, and after maltreating the man and robbing him of considerable property killed him. The policeman and wounded several others, who had been called to interfere by the villagers.

The news of the affair, which, no doubt, caused a great sensation among the villagers, was dispatched to Hongkong, and arrived here some time yesterday afternoon. As the affair took place in Chinese territory, and as the policeman who was killed and those wounded were in the employ of the Chinese Constabulary, the Hongkong police are in no way interested, but a watch will be kept, and steps will be taken, should any of the ruffians seek to take refuge, which it is expected they may do, in British territory.

It would seem that the farmer in question, whose name we have not received, was asleep on the ground floor of his house at about twelve-fifty o'clock, when he was awakened by a noise in his room. He was lying on the left side of the bed, and raising himself quietly, saw in the gloom the figures of two men standing near his head.

The farmer in alarm, and residing with his family, who occupied the upper floor. Seeing the strange men at the head of his bed, the farmer called loudly for help, and inquired of the strangers what they wanted. He was struck on the head, the force of the blow landing him flat on his back on the bed. They then set upon the unfortunate man in a most savage manner. Although he was somewhat dazed the farmer was at no time unconscious.

The smallest of the robbers produced a revolver, and holding it quite close to the victim's face, demanded that he be quiet, while the others (for by this time the number had increased considerably) began to tie his hands with cord. The hands being fastened the robber set to work binding his feet.

The next thing they did was to threaten the man with death if he made an outcry, and they proceeded to ransack the room. From the bedroom they stole a quantity of clothing and jewellery and a purse containing about \$30. Then they went into the rear room, and forcing open a safe, extracted therefrom about \$200 in hard cash.

The stepping of footsteps suggested to the farmer that the robbers were leaving the premises, but he had not reckoned with his hosts. As he was in the act, so the report goes, of working his hands loose, two men, who had been watching him, charged him and fixed a gag in his mouth. They once more warned him against crying out.

By this time assistance in the form of four Chinese policemen was at hand. The first cries of the farmer had been heard by other villagers, and the police officer informed.

The officers were waiting for the robbers outside the house, and as the first man was bound in an apartment, he was attacked. His companions went to his assistance and so there was a general mix-up. Firearms were then brought into play, with disastrous results. The police, it is reported, wounded a robber, who escaped. The robbers shooting seemed to have been more effective. They shot down and killed one of the policemen, and the bullet hitting him in the head, while the others were more or less seriously wounded. And leaving their victims lying on the bed, the robbers made good their escape. The body of the dead man was taken to the police office, while the other men were sent to various places for treatment.

The head of the native police was immediately informed, and search parties were sent out to trap the murderers. The British police stations along the border were also notified of the occurrence.

Where the murderers have, flown to is not known, but it is presumed their ultimate destination will be British territory there to lay low until the trouble has blown over.

A WIFE'S DEBTS.

NOW SHE SECURED \$100 FROM A MONEY-LENDER.

A foreign lady, who had become mixed up with an Indian money-lender, owing to financial difficulties, and who had to appear in the Supreme Court, last Thursday, told Mr. Justice Gompertz that in order to secure \$100 (the amount she required) she had to sign for \$500. This is a pound of flesh paid a vengeance.

The money-lender had been against the husband to recover the amount. The lady confessed that she knew nothing of the matter. If his wife had borrowed the money, he said, she did so without his knowledge and consent.

The lady said that she never told her husband her business. She did what she liked. Mr. E. J. Davidson, who appeared for the money-lender, asked the lady what her husband's wages were. When he was in work at the time the loan was made—he got \$120 per month, was her answer.

"And how much money did he give you when he got his pay?"

"All his money, except a few dollars he kept for pocket money."

"And what did you want this loan for?"

"To go and with to pay tram fares, and to."

His Lordship was of opinion that the husband was not to be held to be responsible for his wife's debts, and gave judgment against the Indian with costs.

THE KANEAGUCHI SPINNING COMPANY.

TRADE-MARK IN CHINA.

According to the *Anki*, the Kaneaguchi Spinning Company has discovered that Chinese spinners have been making money by imitating its trade-mark. Fearing that any formal protest might bring about trouble similar to that caused by the *Taiwan Maru* affair, the Japanese Company is making efforts through some foreigners at Shanghai to put a stop to the imitation.

The Chinese Commercial Minister is a friend of Mr. Bute, the Managing Director of the Kaneaguchi Company, and fully sympathizes with the latter. It is therefore believed that the imitation will be stopped without much difficulty.

REMARKS OF VISITORS TO THE CITY LIBRARY AND MUSEUM FOR THE WEEK ENDING THE 16th MAY, 1900.

Library Museum.

Not Chinese 418 203

Chinese 418 203

Total 836 406

Total 836 406

New Peak Tramway.

INTERESTING STATEMENT BY H.E. THE GOVERNOR.

PROBABLE EARLY ACCEPTANCE OF THE SCHEME.

At the meeting of the Legislative Council last Thursday afternoon, just before the meeting of the Finance Committee, H.E. the Governor made an interesting statement with regard to the scheme for the construction of a new tramway to the Peak. His Excellency said that, on the 17th December last, the Attorney-General moved the Council to resolve into Committee on the occasion of the hearing of a petition from Mr. R. B. Bishop, when His Excellency took the opportunity of addressing the Council. On the suggestion of the hon. member representing the Chamber of Commerce, the discussion was adjourned in order to enable members of Council to be more fully acquainted with the matter. The question of the rival roads had since been referred to the Public Works Committee, and the report was presented in March of this year and adopted. The Public Works Committee considered the building of the proposed tramway on the system of trestles, and on the Company interested in the scheme being given the option of two other systems, the latter eventually preferred that of the open cutting on being informed that the Government were not prepared to support the scheme as originally proposed. In order not to put the Company to expense in preparing plans, they were asked simply to prepare sketch plans, which, His Excellency said, would be duly submitted to Council. His Excellency proposed to adjourn the discussion to the next meeting. He also proposed to circulate to members a statement of the effect of the scheme upon the Public Gardens, made by the Superintendent of the Forestry Department. In conclusion, His Excellency announced that on the next occasion, the discussion would take place whether the scheme would be referred to a Special Committee or the Bill be accepted and passed.

THE OPIUM QUESTION.

CHINESE GOVERNMENT MONOPOLY ADVOCATED.

Viceroy Tuan Fang, a level-headed administrator, has again raised an important question in his memorial of a few days ago, on the advisability of a government monopoly of the opium trade.

It will be backed up by those who know what they are talking about, in his contention that China cannot speedily suppress the use of opium, for other than medicinal purposes, without government control of the production, importation and sale of the drug. This is not the first time the Southern Viceroy has raised his voice for a government monopoly.

Immediate prohibition is out of the question were it possible at once to stop cultivation and to cease importation. The Philippines, when the prohibition act went into force there in March, 1900, the criminal court records immediately began to swell with the details of the trial of natives, charged with smuggling. Fifteen thousand dollars worth of opium, was found in the possession of an insignificant cabin steward on a man-of-war in Manila harbour.

Two Europeans, Officers of Merchant steamers trading with Manila, were detected smuggling and given jail sentences and heavy fines. Immense smaller offenders were dealt with, and it can only be conjectured, as the Philippine officials themselves say, how many escaped and safely landed their contraband drug, and conditions are growing worse.

And why does an attempt at prohibition bring all this, and fail signally? Because in this rush to reform, law-makers have given little consideration to the really vital side of the whole question, viz. the man who smokes the opium.

To intelligently set forth the claims to recognition of this phase of the question requires a study of the explanation and the explanation, studied, particularly from the medical side, the question of drug addiction. However, it may be stated fairly clearly without any scientific treatment.

The opium addict will have his drug at all costs. Probably seventy-five per cent. of the consumers of opium in China are full-fledged addicts to the drug, in the strictest interpretation put upon the word "addict" by medical science. They will have their drug at all costs.

These people must have proper medical treatment for the cure of their addiction, otherwise the consumption of opium goes on. The fact that the cured addict will not stop at any time in order to procure his opium makes it obvious that the most carefully organized government measures without coincident provision for the medical treatment of the consumer, whose cravings and demands create the opium market which it is sought to abolish.

No system, however highly organized or administered, will serve to gradually extinguish the market for opium unless co-ordinate control, be exercised over the ultimate buyer of opium before provision can be made for his rescue from addiction; the authority which seeks to suppress the opium traffic must know who the consumer is. This knowledge cannot very well be obtained without government control of the channels through which opium is put upon the market. Compelling the consumer to buy his drug from a government depot, under government control, would at once enable the government to locate and register the name of practically every user of opium. The user being known and registered, there would then be no question of the licenses to purchase opium, and in such numbers as would be consistent with the facilities provided for the medical treatment of the smokers.

True there is in operation at present, in every province of China, a system of registration under the control of provincial and subsidiary Anti-opium Bureaux, but no intelligent person will for a moment contend that these registers include more than a small percentage of the names that should be enrolled.

With the vending of the drug in the hands of private merchants, even with such control as is exercised over the sale depots, there can be no absolute guarantee of the amount that is trafficked.

There is, therefore, no particular reason why smokers, except prostitutes and the inmates and frequenters of more or less public places, to which the police have easy access, should reveal their identity, except those who indulge their cravings in places more or less under the eyes of the police, as stated above. These statements apply particularly to the larger cities.

So long as the consumption of opium remains uncontrolled and uncontrolled, the most highly efficient government machinery, operated by the most careful and able officials, will not be able to successfully accomplish a reduction in consumption and the consumer cannot be identified and compelled except by absolute government domination of all the channels through which he obtains his opium.

Too much stress cannot be laid upon the importance of the actual consumer, and the fact that the actual consumer of the drug is the largest element in the problem.

It is a question of the addition of millions of people to a drug the use of which they cannot relinquish without medical aid; it is not simply a problem of gradually taking off the market a commodity which the people can do without at will. This phase must be dealt with hand in hand with the control and regulation of the sale of opium, before suppression, gradual or otherwise, can be accomplished.

It has been simply the absence of such control (that has prevented any appreciable headway in the suppression of domestic production. There may have been spasmodic effort in scattering sections of the country to carry out the provisions of imperial decrees on the subject, but thorough investigation will show that the net result is nil, i.e. that the gradual consumption remains the same. There may have been a spasmodic cessation of cultivation of the poppy in certain districts since the promulgation of the imperial edict, but without control of the consumer, himself, such period either has been or will be succeeded by one in which a year or so of greater production will be returned, or stoppage of cultivation in one district will be found to be coincident with increased production in another; or whereas an importation by smuggling and other illicit means will furnish the user with what he cannot get along without, unless he suffers death or commits suicide, and why? Because a question of dealing with drug addiction is involved. It is useless to say that because there has been a decrease in domestic production, the number of consumers is smaller. Leaving out of account those persons who are getting the habit to the stage of addiction (and they are exceedingly few and may be disregarded, inasmuch as medical science has established that a smoker becomes an addict after very little indulgence) the relation of which consumption, at the present date, bears to the amount of opium used at the time of the initial suppression edicts, is independent of the fluctuation in domestic production, or of the amount gauged by the following:

Decreased by:
(a) Number of addicts who have secured successful medical treatment
(b) Number of addicts who have ceased smoking and now use substitutes

Increased by:
(a) Recruits to the ranks of the addicts. That is all. No further calculation is necessary. Let us therefore assume that the number of recruits and the deaths among the old users are about equal; this leaves us with two factors by which to determine the supposed lessened consumption. As to the persons who have secured successful medical treatment, will the most optimistic statistician assume the number to be an appreciable percentage? We think not. Figure it out.

There are three avenues of treatment; private medical attention, missionary hospitals and the anti-opium Bureau hospitals. The number of addicts seeking private medical treatment, must be small; and it need not be taken into consideration there are not enough native and foreign physicians in all of China, each of them with his hands continually full of opium smokers seeking relief to make any impression on the total number. The missionary hospitals treat perhaps a few thousands annually. The anti-opium Bureau hospital receives a large number of patients, but close investigation shows that the treatment there administered consists in the giving of pills, the basis of which is opium—opium dross, and the "cured patient" goes away in a worse condition than his first—forever to get opium pills or return to his smoking.

This method of treatment in the government hospital is closely associated with the subject of the factors by which we have still left for consideration in determining how to gauge increase or decrease in consumption, viz. the number of addicts who have taken to using substitutes, and it opens a very large field for discussion and an opportunity for enlightening the public on matters which have hitherto been in the dark.

We will admit that this factor may have greatly lessened smoking. There are hundreds of these substitutes on the market—all in pill form. Great and prosperous businesses have been built up from the manufacture and sale of these illicit "remedies" foisted on an ignorant and easily fooled populace. We will, later, if possible, undertake a discussion of them. It is the increasing use of these "remedies," so far as we can see, that substantiates the claims to lessened consumption (in smoke) and which has made possible the much vaunted closing of opium divans and the spectacular destruction of opium utensils recently witnessed in some of the larger cities.

And why all the above? Because a question of dealing with opium addiction is involved. It is useless to say that because there has been a decrease in domestic production, the number of consumers is smaller. Leaving out of account those persons who are getting the habit to the stage of addiction (and they are exceedingly few and may be disregarded, inasmuch as medical science has established that a smoker becomes an addict after very little indulgence) the relation of which consumption, at the present date, bears to the amount of opium used at the time of the initial suppression edicts, is independent of the fluctuation in domestic production, or of the amount gauged by the following:

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CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

KOWLOON-CANTON RAILWAY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—The Committee of the China Association conceived it to be in the public interest to endeavour to dissipate an erroneous impression that Hongkong is being called upon to pay for the Colonial section of the Kowloon-Canton Railway considerably more than the work is worth. The prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimate. From the general tone of these it might almost be assumed that mismanagement had led to the doubling of the legitimate cost of construction.

There appears to be a popular idea that the original estimate was for some 5 million dollars; that the work ought not to have cost much more; but that gradually, owing to a series of blunders, the figure has risen to 11 million. This belief that the cost has been doubled by mismanagement has naturally led to severe criticism being directed against those responsible for the undertaking. I venture to submit that it is not borne out by the full circumstances of the case.

The first important fact to note is that the estimate of 5 million dollars was a mere rough estimate made by Mr. Bruce on his original survey. The line beyond Shatin as planned by him, was a single line throughout, to run along the edge of the Kowloon-Taipei. The alignment which he proposed, and on which this rough estimate was based, had subsequently to be altered, because the typhoon of September, 1906, showed the shore edge to be unsafe. That typhoon was a revelation in many ways. It taught several lessons to others besides Railway engineers, and there is no particular blame attaching to anyone for not having foreseen the possibilities of destruction reposing in the sheltered waters of Mui Yai. If we can allow now that Mr. Bruce's original estimate was a mistake we ought in fairness to remember, it was at least excusable under the circumstances.

The change in the alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr. Bruce, and the boring of three additional tunnels, of which that undertaken at Taipei is itself a considerable enterprise. It is also important to remember that it was subsequently decided to build all bridge cuttings, and the three additional tunnels, wide enough to admit of a double track being laid, should the necessity for that hereafter arise. Mr. Bruce had not made provision for costly developments of this sort. It was not his business to do so. His business, as described by His Excellency the Governor in the Legislative Council on the 6th February, 1908, was "to make a preliminary survey and to base upon it preliminary estimates." How rough an estimate it was may be gathered from His Excellency's comment upon it in the same speech, in relation to the cost of earthwork. He said, "It is difficult to know exactly what rates Mr. Bruce had calculated at, because 'no drawings, no calculations, nor laid out, and rates were supplied with the estimate.' Injustice to Mr. Bruce it should not be forgotten that the first and by far the most important duty which fell upon him was to decide upon the main route of the railway. At one time the Deep Bay route had been recommended. He had to determine which of three different routes should be adopted, and it stands to his credit that his decision on this vital point has been generally admitted to be sound.

The first detailed and authoritative estimate made was that submitted by Mr. Eves in his report dated 4th February, 1908, and laid before the Legislative Council on the 22nd of the same month. If this estimate is compared with that made by Mr. Bruce it will be seen that the increase is mainly due to five factors:—
The estimate for land resumption was increased by \$1,285,038
For earthwork by 729,003
For tunnels by 578,555
For bridges by 620,927
While the expenditure on plant, rolling stock, salaries and ballast (for which Mr. Bruce had made no estimate at all) was estimated by Mr. Eves at

Total \$4,306,170
The reasons for the increase in these items have already been alluded to, with the exception of that due to land resumptions in Kowloon, incidental to new and larger ideas of what will be required at the terminus. Over and above this there remains an increase of roundly \$500,000—accounted for by increases under the other subheads. With regard to the difference between Mr. Eves' estimate, dated 4th February, 1908, and his estimate dated the 9th March last, and laid before the Legislative Council at its last meeting, the excess of the latter over the former is just under \$1,500,000. Of this nearly \$2,000,000 is due to increased expenditure on the remaining items, as compared with Mr. Eves' first estimate, is just under \$150,000—not a very formidable sum. One reason for the increased cost of Beacon Hill Tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills; and an enormously increased use of explosives.

The fact that the estimates have been exceeded—a common experience in all such undertakings—should not be interpreted to mean that the work could have been executed for less. Unless this can be proved, there is no justification for thinking that the Colony has so far suffered any loss except on paper.

The members of the Committee have no valid reason to suppose that the cost of the actual work done is excessive, and, being so, they protest against the advocacy of the belief that there has been "gross mismanagement" in the construction of the British section of the Kowloon-Canton Railway.—Yours faithfully,

MURRAY STEWART,
Chairman.

Hongkong Branch of The China Association,
Hongkong, 28th May, 1909.

RATIN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—I have to-day received a cutting from your paper of the 15th February last, and have addressed the enclosed letter to the Secretary of the Sanitary Board, Hongkong, and would ask you kindly to have this letter inserted in your next issue. It is altogether too bad that any official should make such a statement which he has absolutely no foundation for making.—Yours faithfully,

THE RATIN LABORATORY,
O. A. FURU,
Manager.

Ratin Bacteriological Laboratory,
London Office,
37, Gracechurch Street, E.C.
April 29th, 1909.

(Copy.)

April 15th, 1909.

The Secretary, Sanitary Board,
Hongkong.

Sir,—From the Hongkong Telegraph of February 15th I see a letter from Mr. A. John Gregory, Department of Public Health, Cape Town, addressed to your Board and laid on the table at a recent meeting.

In this letter I find that Mr. Gregory states that the "much-advertised Ratin is useless" at any rate in the Cape Town climate. As I presume you are paying some attention to the opinions expressed by Mr. Gregory I will ask you kindly to allow my letter on the table and have it read at the meeting and I wish to protest against such opinions being expressed by any official when they have not acted according to the instructions we gave at the time they were bought.

Mr. Gregory experimented with a fine Ratin No. 2, which we sent out to the Cape Town Sanitary Board at the request of the London Agents, and we stated at the time that it was not by any means sufficient and I proved my statement by referring them to the results obtained at Tilbury Docks and told them how many times had been applied there to obtain these results. Therefore in my opinion this gentleman has absolutely no foundation for passing any opinion either good or bad on Ratin. Against his remarks I have letters from the following Authorities stating that Ratin has done a great deal of good and that they would strongly recommend it to their clients:—
The Minister of Agriculture, Quebec.
The Minister of Public Works, Cairo.
The Governor, Falkland Islands.
The Colonial Secretary, Grenada.
The Surgeon-General, Georgetown, Demerara.

The Medical Officer of Health, Khargpur, who twice tested Ratin on a very extensive scale on behalf of the Bengal-Nagpur Railway. Besides these we were receiving weekly orders from a number of Tea Plantations and other great plantations in the West Indies, in Ceylon, in India and elsewhere, and if it is not enough for these large concerns to send us repeat orders time after time it is certainly the best proof that Ratin is of considerable value. I hope therefore to hear from you that this letter has been read at your meeting and noted.

Yours faithfully,

THE RATIN LABORATORY,
O. A. FURU,
Manager.

[Enclosure No. 1]
Bella W. 9.

Leipzig Platz 7,
22nd January, 1908.

Ministry for Agriculture, Domains and Forests,
C 8702.

RE CAMPAIGN AGAINST TRICHININAE.
Inquiries concerning the occurrence of trichininae have shown that, in several places within the Government District of Posen, the sale of pork has on several occasions been prohibited because it has been found to be trichininae. These places are:
Zachow, District Adolau,
Zerkow, District Adolau,
Kriewitz, District Adolau,
Dembice, District Adolau,
Grabow, District Adolau,
Stralnow.

In these places an attempt is to be made to suppress trichininae. As rats are known to be the carriers of trichininae steps are to be taken in the first place for the extermination of rats, and the campaign is to be undertaken by extensive application of Ratin in order to secure its uniform success of the campaign I consider it desirable that it is undertaken under the direction of an expert, and I suggest for that post the chief of the Bacteriological Institute in Posen, Dr. Raebiger.

I request the Chamber of Agriculture to ascertain whether Dr. Raebiger is prepared to undertake the direction of this campaign.

In order to obtain an estimate of the costs to be incurred, I request to be informed of the price at which Ratin may be obtained; in the district, and what quantities would approximately have to be employed in order to secure its uniform success of the campaign I consider it desirable that it is undertaken under the direction of an expert, and I suggest for that post the chief of the Bacteriological Institute in Posen, Dr. Raebiger.

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domestic animal, is a preparation that conveys a disease to rats, which is communicated from one to the other, and generally proves fatal in a week to a month. Some rats, it has been found, are immune against the solid Ratin, which is first used, and consequently a stronger preparation, Ratin No. 2, is afterwards employed to kill those which remain. So long as effective steps are not taken by ship, owners to destroy the rodents on their vessels it will not be possible to keep the warehouses altogether free from them, whatever measures are taken to kill those at the docks. Only recently a large cage containing a motor-car, while being unloaded at one of the docks, was found to contain a nest of 15 young rats. These were at once killed, but the cage escaped. This is only an illustration of what is constantly occurring, and points to the need of something being done on board ship, as well as at the docks, to destroy the rodents.

With regard to the article in *The Times* advocating co-operation for the extermination of rats, mice, and other vermin, Mr. Furu, the manager of the Ratin Laboratory, states that combined effort for this purpose among farmers is on the increase. A large number of these and similar societies have entered into contracts with the laboratory which he represents for the clearance of specified districts, and he cites, as one of the latest instances, co-operation, the parish of Cobbley, near Chesham. As the investigation of Mr. H. H. Hubs, the principal resident, has been carried out, to destroy the rats throughout the whole parish of 4,000 acres. With this object they have made a contract with the Ratin Laboratory by which every shop, public-house, and other building in the parish is to be entirely freed from rats and Mr. Furu expresses himself as confident of being able to carry out the terms of his contract.

POVERTY AND CRIME.

In the report of Mr. W. D. Barnes, secretary for Chinese Affairs, which we published a few days ago, the statement is made that there has been recently a great increase in the number of secret societies in Singapore and Penang. This confirms not only disclosures which have been made in the police courts, but information which has reached us from various sources during the last four or five months. To a certain extent the opinion expressed by Mr. Barnes as to the nature of these societies is reassuring. They are not political organisations on a large scale, nor are they of the kind which possess capacity of doing mischief of purpose to make them formidable. For the most part they are mere loose groupings of lawless characters who have found the times rather hard, and have banded themselves together in order that they may enrich themselves by blackmail and robbery. "Gangs of bad characters," Mr. Barnes calls them, and that is the most accurate description. But they are the cause of much of the crime which comes to the knowledge of the authorities, and of how much more that is never revealed but is suffered with the patient acquiescence of Chinese who are not likely to discover the Chinese nature of the gangs increases the difficulty of dealing with them. If leaders are arrested, the groups they control temporarily dissolve, but re-form again as soon as other leaders are found with the will and ability to command. They are a menace to the peace and a grave injustice to the law-abiding portion of the community, who go in terror of their lives, and are constantly being deprived of their property by the desperadoes who stop at no violence to gain their ends. In part, no doubt, we owe the prevalence of these secret societies to the British habit of giving asylum to the criminal class of the universe provided it can cover itself with a cloak of politics. There have been, and there are in Singapore still, a number of Chinese who call themselves "reformers" to disguise the fact that they are mere bandits on whose heads the Central or Provincial Governments of China have found it necessary to set a price. Such men are gang leaders by instinct and thieves by nature, and it would be a good thing, to treat their political pretensions brusquely and to hand them over to the summary justice of their own countrymen. The true political reformer is a man of high character and sense to appreciate the value of his own flag and to be careful to avoid giving offence as a well-born man would be in the house where he happens to be a guest. It is an honourable principle to extend our protection to every sort of vagabond who makes dislike of government of his own country an excuse for crime, and we might have fewer undesirable among our Chinese population if the line were more sharply drawn, and implicit obedience to our laws made a condition of continued toleration of aliens in our midst. It is a habit of giving asylum to the criminal class, even in the most advanced countries, which is unfair to our own peaceful citizens that they should be exposed to all the terrors which the scum of China bring in their wake.

But the most regrettable feature of the position is that Mr. Barnes has to remark upon the fact that the number of Straits-born Chinese among the leaders of the secret societies is increasing. There can only be two explanations of this—the one that only a being foreigner, the other that police measures are inadequate to deal with the increasing numbers of Chinese in these times of depression, a fair chance for every man to earn his living honestly. We have a chronic problem of the unemployed to contend with, and those who do not work are idle by choice and not by necessity. That simplifies the work of the police considerably. In what may be termed a social sense, but in its present condition the force simply cannot grapple efficiently with all the work there is to be done. If a small corps of Chinese police could be formed and used for the discovery and repression of secret societies exclusively, they would be satisfied with the outcome of the efforts which have been made in this respect. He certainly does not profess to have exterminated the rats at the docks, and so long as practically every fresh vessel entering the port brings its complement, more or less large, of the vermin, there would seem to be little hope of any great diminution in the rat nuisance by the methods so far employed.

Among those engaged in the work of destruction under Dr. Williams' supervision the far is even expressed that the natural increase is scarcely kept down owing to the fact that rats begin breeding very young and have several litters each year. At all events, it is generally admitted that at the present time the docks are overrun with rats to the spite of the official announcement of the destruction of nearly half a million during the past six years. At Tilbury Dock, however, the rat nuisance has been dealt with during the past few months on new lines. Instead of continuing the services of old-fashioned ratcatchers, a contract was made with the Ratin Bacteriological Laboratory, and operations were started by them last March. At that time the dock premises were swarmed with rats, and the damage done to produce in the warehouses was very great. Now, and for a considerable period it is said to be a rare thing for a rat to be seen, and the few observed from time to time about the place are newcomers brought into dock by ships from foreign ports. The dock authorities are understood to have expressed their satisfaction with the results achieved by the Ratin Laboratory. It may be well to explain that Ratin, while harmful to

by rigid enforcement of strict laws, and was self-respecting member of the Chinese community will be grateful to the Government if it makes its influence felt in that way, for they are the greatest enemies from any lawlessness that is allowed to prevail.—*Straits Times*.

S.S. "TRIUMPH" AGROUND.

IN HAIPHONG RIVER.

When the French steamer *Hongkong*, Captain A. Cornelissen, of which Messrs. A. R. Many are the local agents, arrived in port last Wednesday from Haiphong and Holboir, she made a report to the effect that the s.s. *Triumph* (Messrs. J. & Co.) was aground in Haiphong River. From an authoritative source, we are able to learn that the steamer went aground on a muddy surface on the 16th inst. She has since refloated.

JAPAN'S INFLUENCE IN CHINA.

Among the many factors that give rise to perplexity in the general outlook in the Far East, few deserve closer attention than the relations of China and Japan to-day. It is hardly too much to say that while the Chinese Government is thoroughly suspicious of Japanese diplomacy, the people have little or no faith in Japan's pretensions of national friendship. These facts are patent to the casual observer who is not misled by the Chinese Government's official propaganda, which is so great a change in feeling as this thinly disguised antagonism reveals. On the surface it would seem that China is ill-repaying the sacrifices which Japan made and the suffering her people endured in a conflict, the benefits of which accrued, outwardly at least, more directly to China than to Japan herself. A considerable measure of gratitude might well have been looked for by Japan from China; and unless the results then secured have been either outweighed by the injury since inflicted, China may be charged with a base ingratitude. It is true that China is not very susceptible to the international benefits which have from time to time been conferred upon her. The traditional sense of antagonism with which she sets out in all questions of foreign relationship still makes her far readier to count the losses than the gains of diplomacy and the anti-foreign sentiment which is her unfortunate heritage still prevents this Government from doing itself justice in international affairs. But the feeling towards Japan existent to-day is not to be classed with China's ingratitude for foreign favours. Its causes must be sought for elsewhere.

When Japan had made complete the tale of her victories over Russia her prestige stood incomparably higher than that of any other nation having dealings with China. It is not too much to say that China was lost in admiration of her prowess and attainments of her former adversary, if she was not indeed ready (without sufficient consideration of the possible results) to place herself in leading-strings to her island neighbour for tuition alike in the arts of war and peace. It was scarcely surprising that Japan should not only triumph in these expectations of national advancement under her aegis, but should do her best to encourage them. No Government, similarly situated, could well have hesitated to endorse the idea, as Japan did, that she was able to provide China with a short and easy road to attainments of western knowledge and power such as she herself had acquired. Chinese students poured into Japan by the thousand, while Japanese of every class, and of none, appeared in schools at the Viceroy's command, and the capacity of political advisers to the provincial officials, and crowded into the existing government schools of this empire to impart information of which they had themselves but an imperfect understanding. There were not wanting far-sighted Japanese who lamented the tendency of their people to take this too ready advantage of the unwisdom of Chinese officialdom. They foresaw the inevitable result and foretold the dangers of disappointment and disillusion. How their anticipations were justified is a matter of history, and it is not necessary to repeat the story of diplomatic blunders, such as the use of threatening language to the high officials in Peking; the *Tsai Maru* affair; the encroachment of Japan on various pretexts in Manchuria and Korea; these things have filled up the cup of national indignation, until to-day over the length and breadth of China, wherever political affairs are understood the bias is as much against Japan as it was once in her favour. The memory of the high hopes of a few years ago has served only to deepen the feeling of bitterness.

It may be argued that to express the situation bluntly is however undeniable the truth of the description, is no good way to effect a remedy. But even if we could believe, in the present instance, in the "possibility" of applying soft words to hard facts, it must be remembered that the position of affairs between China and Japan is fully recognised by some of the wisest minds in the latter country; and that it could not be more harshly represented than it is already in the Chinese native press. For one cause, another Japan has not done herself justice in her dealings with this nation. Count Okuma, perhaps the most distinguished publicist in the land, has lamented, in a recent article, the mistakes that have accompanied Japanese policy in China; and to the disinterested observer it cannot but be obvious that Japan's refusal to submit her differences in Manchuria to the arbitration of the Hague Tribunal, is keenly felt in Peking and has placed Japan herself in an invidious light in the eyes of the world at large. In justice to Japan it must be said that the situation in which her governing classes and themselves, in face of the contest between international agreements and national resources, is one of extreme difficulty; and that the undesirable effects of a successful war, as manifested by the irresponsible classes of the Japanese nation, cannot be brought into control in three or four years. More than this it may be admitted, that if Japan has met with irritating obstacles in dealing with China, she is not the only nation to have a similar experience. But the moral of such reflections is surely that when two parties find themselves in dispute, it is always easier for the stronger of the two to give way. From a purely business point of view there is nothing to be gained by persisting in China's animosity. There are certainly manifold advantages to be reaped in cultivating her friendship and confidence, not the least of which, perhaps, would be the beneficial effect that the re-establishment of international goodwill must exercise on Japan's position in the eyes of other nations.—*N. C. D. News*.

It appears from native reports that orders were given some time ago by the Viceroy of Peking to the salt collector to organise a Blind School in the province. It is now proposed that an experimental institution should be formed at Tangchow on the model of Blind Schools in Japan. A provision of £15,000 has been made from government funds for this object and competent instructors have been engaged. The course will comprise knitting, music, singing, fortune-telling, reading and dictation. Some thirty or more pupils have been enrolled and a report has been submitted to the Viceroy.

THE MACAO BOUNDARY.

DIVERGENCE OF TREATY INTERPRETATION.

Under date, Shanghai, 5th May, "A Portuguese" writer in the *N. C. D. News*—After writing my previous letter regarding the delimitation of the Macao boundaries, I came across the following news, which is another proof that China's mind is being troubled by the Luo-Chinese Treaty:—

"It is reported that the Waiwupu has found that there are differences in wording between the foreign text and the Chinese of the Sino-Portuguese Treaty and has asked Chang Chih-tung about it (as Chang Chih-tung concluded the treaty in 1888, while he was the Viceroy at Canton)."

This is a political puzzle that I am sure very few people, among those who pay their attention to the Macao question, can unravel, as the public has yet to learn that there exists a Sino-Portuguese Treaty concluded by Chang Chih-tung in 1888 at Canton. There may be some secret pact, a thing most improbable, or a convention of a restricted character, but we look in vain for a treaty as mentioned above.

The allegation, therefore, falls to the ground for want of support. The report, however, may refer to the Luo-Chinese Treaty signed at Peking on December 1, 1887, by Senhor Thomaz de Sousa Rosa, on the part of Portugal, and by Prince Ching and Sun Wen-shen, on the part of China. But no date, of the nature mentioned, could have arisen out of this treaty, which is written in three languages—Portuguese, Chinese and English, with a proviso whereby, to all intents and purposes, it is as if written in one language only, English. Its Art. LIII reads:—

"In order to prevent for the future any discussions, and considering that the English language, among all foreign languages, is the most generally known in China, this Treaty, with the convention appended to it, is written in Portuguese, Chinese and English, and signed in six copies, two in each language. All these versions have the same sense and meaning, but if there should happen to be any divergence in the interpretation of the Portuguese and Chinese versions, the English text will be made use of to resolve the doubts that may have arisen."

The inference to be drawn from the reason given cannot be other, than that, in this case also, the allegation is doomed to failure.

I observe that the Macao Boundary Question is now to be decided at Peking between the Waiwupu and the Portuguese Minister. This is welcome news, as, free from local influence, we may expect a satisfactory arrangement being come to by the two Governments interested in this momentous question.

WEIHAWEI.

At the present moment the Chinese appear very anxious to again possess Weihaiwei as a naval station, and when we take into consideration that Port Arthur is occupied by Japan and Tientsin by Germany, the only two harbours of any consequence, or in any way fit for naval stations, there is no wonder that China should desire the retrocession of Weihaiwei. This place is situated in Great Britain by a convention signed at Peking on the 1st July, 1898. The town of Weihaiwei is situated on a rocky promontory about eighteen miles in circumference. It is, as is well known, on the Shan-tung promontory about thirty-five miles east of Chefoo and opposite Port Arthur. The harbour is well sheltered and could accommodate a large fleet. In front of the bay is the island of Lin Kung, 50 feet high, which shelters it and the harbour is easy of access. It has two entrances, one on the west and the other on the east side of Lin Kung, which allow access or departure without any wind. It is a matter of fact that a hill on the west shore. The western entrance, although much narrower than the other has the deepest water. Lin Kung and all other islands on the north side of the bay, together with a belt of land ten miles wide along the entire coast line of the bay, passed under British jurisdiction. The entire area is 22 square miles and the Chinese population is about 150,000, while the hinterland over which British hold military rights has an area of 1,100 square miles. It is capable of being well fortified, and could be made an excellent naval station. According to the native papers China is again negotiating with the British Government to get possession of this harbour, and it is said that Great Britain is willing to restore Weihaiwei to China if she will pay for the improvements made by Great Britain, and for the buildings, etc., erected thereon. But China does not seem willing to pay the amount asked. However, according to the latest cablegram, the Grand Councilors and Naval Commissioners at Peking have requested the Viceroy and Governors of the different provinces to try and raise the amount asked by Great Britain. Whether these are any truth in the native telegrams, whether they are a *billets d'opinion* remains to be seen. If China is to have a navy she is certainly in want of a naval port in North China, and as Weihaiwei is the only port that is now available, her anxiety to come to terms as quickly as possible with Great Britain can be easily understood.—*Shanghai Mercury*.

JAVA OPIUM REGIE.

DOON AND A BLESSING TO THE PEOPLE.

CONCLUSIONS OF EXPERTS IN HOLLAND.

A lecture delivered before a scientific society in Holland, the other day, gives up-to-date particulars regarding the working of the Opium Regie in Java. Under it, there is less smuggling than under the old farming system, and the revenue is almost as large as the rent drawn from the farmers. The people are freed from the tyranny of the farmers, with whom it was a common thing to shrink from nothing in order to push on sales of the drug. In other words the doing away with the farming system has proved to be a blessing to the people. Under the Regie, opium consumption is so far controlled that the quantity of the drug sold steadily falls off. The Government now gets all the profits formerly enjoyed by the farmers. The revenue from opium comes to about sixteen millions of guilders, of which three millions go for cost of collection. The Regie continually raises the selling price of the drug now that smuggling is brought to a minimum—in some districts the rise reaches thirty to forty per cent. The rise is gradual and tends to limit the consumption, so that profit out of the Regie comes to be a tax on a luxury. Such a system is preferable to total prohibition, which would be an impracticable prohibition of gin in Holland. Prohibition would simply encourage smuggling to meet the demand

less injured by coming into contact with the passing train. The father of the deceased has now submitted a petition to the officials to the effect that the conductor of the train was to blame for his gross carelessness.

19th May.

LIEUTENANT TARTAR GENERAL.

The Canton officials have received a telegram from Shanghai advising that the newly-appointed Canton Consul, Lieutenant Tartar General, has arrived in Canton on the 16th instant by the gunboat *Chun On* for the southern capital to take up his appointment and is expected to arrive here about the 20th instant. The officials have sent a weiyuan to Hongkong to meet the expected official.

FORMIDABLE FLOOD FIGURES.

Judging from the reports to the Canton Viceroy from the officials of the various flooded districts along the West River it appears that there are at present 40,000 sufferers in the district of Samah, 15,000 in She Wu, 20,000 in Kwong Ning, 18,000 in Ching Yuen, and about 10,000 in each of the districts of Yung Tak, Fa Yuen, Hoi Kin and Ko Yin.

MORE RICE FOR SUFFERERS.

By order of the Viceroy, the Board of Reorganisation has appropriated a sum of \$10,000 from the official funds for the purchase of rice to be sent to the devastated districts for distribution to the sufferers.

The Central Relief Committee yesterday sent the 8th emissary with a quantity of rice to the district of Ching Yuen to relieve the flood sufferers there.

A STREET OBSTRUCTION.

When H.E. ex-Viceroy Chow Fu was in Canton, he ordered that all large sign-boards hanging in the streets in the City of Canton to be removed, as they were a source of obstruction to pedestrians. The shop-people, however, have again put up their sign-boards. The Canton Tao-tai of Constabulary has now renewed the order that all large sign-boards should be removed within a period of ten days.

PROPOSED DEVELOPMENT OF TAI-SHA-TAU.
The City of Canton is now so densely populated that H.E. Viceroy Chang Jen Chun proposes to develop Tai-sha-tau, where the new bund has been completed, to enable pedestrians to walk through from the Canton-Samah Railway station. When ex-Viceroy Shum was here, he had contemplated turning the place into a trade centre. But before the proposed scheme was actually given any consideration, H.E. Shum was transferred. The question has since been left in abeyance. Tai-sha-tau is a large piece of unoccupied land, close to the terminal station of the Canton-Kowloon Railway (Chinese section) and the Canton City, and there is every reason to expect that Tai-sha-tau will be flourishing and prosperous in case it is successfully developed. H.E. Viceroy Chang has now instructed the Tao-tai for the Development of Native Industries to take the matter in hand.

20th May.

OFFICIAL CHANGES.

The Tao-tai of the prefectures of Yunnan and Linchow (Kung Sun Nam) formerly secretary to H.E. the Viceroy and Acting Provincial Judge in Canton, who is a very popular and energetic official, has now been appointed to the province of Yunnan as Tao-tai of the Ho-Kwong prefectures by the Imperial Decree of the 17th instant, and Tao-tai Yik Shun Tieg has been appointed to succeed Tao-tai Kung.

MINISTER TO BELGIUM.

The newly-appointed Chinese Minister to Belgium, H.E. Yang Shu, will start for the North on the 25th instant and is at present taking leave of his various colleagues.

[The appointment of Tao-tai Yang is the subject of a telegram appearing elsewhere.—Ed., H.K.T.]

WELL-MERITED PUNISHMENT.

The two prisoners Wong Ah Chung and Fok Ah Sum, who committed robbery with violence in a gunnery in Faishan a short time ago and murdered four persons who were on the premises at the time, were yesterday sentenced to death by the Provincial Judge and shortly afterwards beheaded.

SAD ACCIDENT AT SEA.

A few days ago, a sampans with two foreign engineers, one native student engineer, a number of guards and several telephone operators was captured by the wash from the propeller of a passing launch in Yung Tak. The student, one of the guards and two of the telephone employees were drowned as a result of the accident, the others being rescued. The dead body of the student has since been recovered, but there are no traces of the remaining corpses.

NIGHT PATROLS.

The Tao-tai of Constabulary has issued a proclamation with instructions to the citizens of Canton that all the streets and lanes should be well lighted every night in order to facilitate the work of the police in doing their night patrols.

LOSS OF A STEAM-LAUNCH.

In the early hours of the 18th instant, a fire broke out on board the steam-launch *Petrel*, of the Canton-Kowloon Railway (Chinese section). The vessel was considerably damaged and later sank in the vicinity of Connaught steps.

BRIGANTINE WRECKED.

TERRIBLE FLIGHT OF CREW FROM THE

The native crew who were rescued by the *Reiguti* off Sabang and brought to Colombo on 4th inst., were produced before Mr. F. J. Smith, the receiver of wrecks, on 6th inst., who held an inquiry. The statements of the tidal and the owner of the brigantine *Bertha* and one of the crew were taken. It transpired that the brigantine, which was originally the property of a Frenchman, was bought by one Noursiet Jaffor, of Saigon, who used it for transport purposes. On the present voyage from Kuala Lumpur a cargo of sawn timber was carried. There were three hands on board and two passengers, a man and a woman, besides an infant. One month and sixteen days after leaving Kuala Lumpur it was noticed that the vessel was leaking. For ten days the crew kept pumping the water out, but in spite of all their efforts the water gained on them. The cargo was jettisoned to lighten the vessel and two pumps were kept constantly working till the *Reiguti* was sighted. Immediately a flag of distress was hoisted, which attracted the steamer. There were five feet of water in the hold at the time, and the men exhausted with constant work were in despair when the steamer was sighted. The boat was lowered and all the hands were taken aboard the steamer, and the brigantine with everything on board was then abandoned.

Formal invitations have been issued by the Chambers of Commerce on the Pacific Coast to the Tokyo Yokohama, Kyoto, Osaka, and Kobe Chamber of Commerce, asking their members to visit America. These invitations were received a few days ago by the Foreign Office and were immediately conveyed to the recipients. This is in return for the hospitality shown the American businessmen who visited Japan last year on the invitation of the Chamber of Commerce.

COMMERCIAL.

WEEKLY SHARE REPORTS.

Messrs. Erich Georg & Co. write in their Weekly Share List at noon, last Saturday, as follows:—

"During the week under review, our market has ruled very firm for most stocks, and in some cases further advance in rates has been established. The sterling demand rate of exchange on London closes at 15. 9/16d., while rates on Shanghai are 15. 7/16d. for Bank T/T and 15. 7/16d. for three days' sight Private Draft. Bar-silver in London is quoted 24 5/16d. and Consols 28 5/16d. The rates of discount in London are unchanged.

Bank Shares.—Hongkong and Shanghai sold in the early part of the week at 54 1/2, but later on 54 1/2, and more shares are wanted. The London rate is 28 5/16d. od. National have inquiries at 54.

Marine Insurance Shares.—Unions, sold in fair quantities at \$30 to \$34 and more shares could probably be placed. Cantons sold at \$30 to \$32, and have sellers at latter rate. Other stocks under this heading are unchanged and without sale.

Fire Insurance Shares.—Hongkong, after sales at 33 3/4, jumped to 34 1/4, at which rate sales have been made and further shares could be placed. China changed hands at 107, and are wanted now at 110.

Shipping Shares.—Hongkong, Canton and Macao Steamships changed owners at 53 1/2, but a few more shares are obtainable. Indo-China has been done to the North in fair quantities, at 57 and 58, the market closing with buyers at 57; the Shanghai rate is 15. 6, while London quotes 14. 5, od. for preference and 14. 2 1/2, od. for deferred shares. China and Manila as well as Douglas, are unchanged. Old Star Ferries sold at 54, and new shares at 54 1/2. Chinese Engineering and Mining Company's shares are easier in the North, with no buyers over 15. 1/2; the total output of the Company's three mines for the week ended 24th ultimo, amounted to 29,228 tons of coal, and the sales during the same period to 27,778 tons, while for the week ended 1st instant, the returns are 30,216 and 25,518 tons respectively.

Docks, Wharves, Godowns, &c.—The price of Hongkong and Whampoa Docks has been melting away further, and there are now sellers at 57. Hongkong and Whampoa Docks sold at 57 1/2, and 59 1/2, which latter figures they are offering. Shanghai and Hongkong Wharves, after rising to 17. 1/2, have sellers in the north at 17. 1/2. Other stocks under this heading are unchanged.

Land, Hotels and Buildings.—Hongkong Lands are in demand at 107. Old Hotels leached 57, while the new issue is offering at 54. Humphreys' Estates sold and have buyers at 59. Shanghai Lands are quoted 15. 1/2. Other stocks under this heading are unchanged.

Cotton Mills.—Shanghai quotations are the same as given. Hongkong Cottons have been negotiated at 53 1/2.

Sundry Manufacturing Companies.—A fairly large business has been transacted in China Light and Power shares, from 54 1/2 up to 56 1/2 having been paid, the market closing with a few shares offering at 56. Hongkong Electric sold and have further buyers at 15 1/2. Green Island Cements fetched 38 1/2, but more shares are on offer. In other stocks under this heading nothing has transpired, and rates are the same as given last.

Miscellaneous.—Campbell, Moore & Co.'s shares sold at 54 1/2, and China Bank at 54 1/2. Old Peak Tramways have sellers at 54 1/2, while some business has been done in the new issue at 54. Luogats have received from the Sumatra director and manager in Langkat: "Daily aggregate output of crude petroleum 92,000 gallons; crude petroleum in tanks at date 310,000 gallons; kerosene made since the date of the preceding half-monthly telegram 100,000 cases; kerosene shipped since 71,000 cases; and kerosene in stock at refinery at date 86,000 cases."

Watsons changed hands at 53. Wm. Powells have inquiries at 53, and Weissmanns at 53 1/2. In other stocks under this heading there is no change to report, and no sales have been made public.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write yesterday afternoon:—

"The market continues firm, but only a moderate business has been done during the week.

Banks.—Hongkong and Shanghai Banks have ruled very strong and the price has further risen to 54 1/2. The London rate has also improved to 15. 9/16d.

Marine Insurance.—Cantons can probably be placed at 30 1/2. North China are in demand at 110. Unions are steady at 34 1/2. Yangtzes are inquired for at 22 1/2.

Fire Insurance.—China Fires are firmer and have inquiries at 109. Sales of Hongkong Fires have been effected at 107, and there are more buyers.

Shipping.—China and Manilla and Douglas are selected at quotations. Hongkong, Canton and Macao Steamships are again wanted at 54 1/2 after sales at 53 1/2. Shell Transporters are in request at 50. Indo-China have weakened considerably, and according to latest information from Shanghai the price there is 15. 3/4 and we are quoting them here at 15. 3/4. Star Ferries old and new can be sold at 54 and 55 respectively.

Refineries.—China Sugars have been in request, but sellers are scarce. A few shares have changed hands at 114. Luxons are unchanged. Bank Sugars have improved to 110, at which rate they can be placed.

Winning.—Chinese Engineering and Mining Company's shares are wanted in the North at 17. 1/2. Raub's have strengthened to 58 and have further buyers; after sales at the rate.

Docks, Wharves, and Godowns.—Kowloon Wharves have changed hands again at 58 1/2 and close fairly firm at this rate. Whampoa Docks have dropped to 53 1/2 but buyers prevail at the rate. Shanghai Docks have declined to 53 1/2. Hong Kong Wharves are easier and offering at 14 1/2.

Land, Hotels and Buildings.—In the North Anglo-French Lands are wanted at 102. Central Stores at 50. Hongkong Hotels can be had at 57 for the old shares, or new issue, and 52 for the new issue. Humphreys' Estates are firm and inquired for at 59. Hongkong Lands can be placed at the improved rate of 107.

Cotton Mills.—Hongkong Cottons have been sold at 53 1/2. Ewos are weaker and offering at 110. 22 1/2. According to latest mail advice to American businessmen who visited Japan last year on the invitation of the Chamber of Commerce.

At a meeting of the directors of Messrs. Weeks & Co. Ltd., it was decided to recommend the payment of a final dividend of 6 per cent. for the year ended February 28, 1909.

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Messrs. Erich Georg & Co. write in their Weekly Share List at noon, last Saturday, as follows:—

"During the week under review, our market has ruled very firm for most stocks, and in some cases further advance in rates has been established. The sterling demand rate of exchange on London closes at 15. 9/16d., while rates on Shanghai are 15. 7/16d. for Bank T/T and 15. 7/16d. for three days' sight Private Draft. Bar-silver in London is quoted 24 5/16d. and Consols 28 5/16d. The rates of discount in London are unchanged.

Bank Shares.—Hongkong and Shanghai sold in the early part of the week at 54 1/2, but later on 54 1/2, and more shares are wanted. The London rate is 28 5/16d. od. National have inquiries at 54.

Marine Insurance Shares.—Unions, sold in fair quantities at \$30 to \$34 and more shares could probably be placed. Cantons sold at \$30 to \$32, and have sellers at latter rate. Other stocks under this heading are unchanged and without sale.

Fire Insurance Shares.—Hongkong, after sales at 33 3/4, jumped to 34 1/4, at which rate sales have been made and further shares could be placed. China changed hands at 107, and are wanted now at 110.

Shipping Shares.—Hongkong, Canton and Macao Steamships changed owners at 53 1/2, but a few more shares are obtainable. Indo-China has been done to the North in fair quantities, at 57 and 58, the market closing with buyers at 57; the Shanghai rate is 15. 6, while London quotes 14. 5, od. for preference and 14. 2 1/2, od. for deferred shares. China and Manila as well as Douglas, are unchanged. Old Star Ferries sold at 54, and new shares at 54 1/2. Chinese Engineering and Mining Company's shares are easier in the North, with no buyers over 15. 1/2; the total output of the Company's three mines for the week ended 24th ultimo, amounted to 29,228 tons of coal, and the sales during the same period to 27,778 tons, while for the week ended 1st instant, the returns are 30,216 and 25,518 tons respectively.

Docks, Wharves, Godowns, &c.—The price of Hongkong and Whampoa Docks has been melting away further, and there are now sellers at 57. Hongkong and Whampoa Docks sold at 57 1/2, and 59 1/2, which latter figures they are offering. Shanghai and Hongkong Wharves, after rising to 17. 1/2, have sellers in the north at 17. 1/2. Other stocks under this heading are unchanged.

Land, Hotels and Buildings.—Hongkong Lands are in demand at 107. Old Hotels leached 57, while the new issue is offering at 54. Humphreys' Estates sold and have buyers at 59. Shanghai Lands are quoted 15. 1/2. Other stocks under this heading are unchanged.

Cotton Mills.—Shanghai quotations are the same as given. Hongkong Cottons have been negotiated at 53 1/2.

Sundry Manufacturing Companies.—A fairly large business has been transacted in China Light and Power shares, from 54 1/2 up to 56 1/2 having been paid, the market closing with a few shares offering at 56. Hongkong Electric sold and have further buyers at 15 1/2. Green Island Cements fetched 38 1/2, but more shares are on offer. In other stocks under this heading nothing has transpired, and rates are the same as given last.

Miscellaneous.—Campbell, Moore & Co.'s shares sold at 54 1/2, and China Bank at 54 1/2. Old Peak Tramways have sellers at 54 1/2, while some business has been done in the new issue at 54. Luogats have received from the Sumatra director and manager in Langkat: "Daily aggregate output of crude petroleum 92,000 gallons; crude petroleum in tanks at date 310,000 gallons; kerosene made since the date of the preceding half-monthly telegram 100,000 cases; kerosene shipped since 71,000 cases; and kerosene in stock at refinery at date 86,000 cases."

Watsons changed hands at 53. Wm. Powells have inquiries at 53, and Weissmanns at 53 1/2. In other stocks under this heading there is no change to report, and no sales have been made public.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write yesterday afternoon:—

"The market continues firm, but only a moderate business has been done during the week.

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H.R.H. Prince Fushimi left Mukden by the evening train on 16 inst. for Kwangchowgung.

The Government intends to send Prince Tai Chen to Japan to express thanks for Prince Fushimi's attendance at the funeral.

The students of the Tokyo Higher Commercial School held a grand meeting on 11th inst. and unanimously decided to leave the school on mass.

No WAH, a business, was in the Police Court, last Monday, fined \$5 for driving a stake into the roadway at Kennedy Town on Sunday in order to anchor his craft.

SAPPER William Ascott charged a ricksha coolie in the Police Court last Monday, with refusing to complete a journey, while under engagement. The coolie was fined \$4.

The Ministry of War has bought sixteen Krupp guns from Germany, which have been transported on the Siberian Railway to Kwangchowgung and are being taken to Peking.

The Chinese Government has telegraphed orders to the provincial authorities to ascertain the number of foreigners who occupy branch insurance offices and dispensaries in treaty ports.

THIRTY-three deportees were landed in the Colony last Monday from the Silesia Settlement, by the steamer *Kulung*. Detective-sergeant Gao Watt took charge of the gang and landed the men at Kowloon, where steps are being taken to transfer them to "pastures new."

MR. O. G. Poiler, Portuguese Consul-General, and Madame Poiler left Shanghai on 15th inst. for Home, on long leave. During the six years that Mr. Poiler has held office in Shanghai he has made many friends, and has earned general respect by careful attention to his arduous duties.

The Prince Regent has instructed H.E. Hui Liang, Viceroy of Manchuria, to pay special attention to river defence and land reclamation after his arrival in Mukden to take up office. He also desires him to be peaceful in dealing with foreign affairs and to try not to err on the side of weakness or violence.

A PICKPOCKET, Chan Ng, was convicted in the Police Court last Tuesday. Chan was found guilty of stealing a leather purse, which contained \$5 in cash, from Tam U Ming, a clerk, of 35, Connaught Road Central, in Queen's Road, on Monday. Sentence of six weeks' hard labour and six hours' stocks was passed.

THERE was only one case set down on the calendar for the May Criminal Sessions which opened in the Supreme Court last Tuesday, the case of a woman named Chan, who was charged with the murder of a man named R. G. A. by name Scar, and he was sent to gaol for two years, with hard labour, for committing an offence contrary to law.

DR. Wm. Parrie, of the Sanitary Board, brought a charge against eleven men, in the Police Court, last Tuesday, at trespassing on a passage, to wit, 44, 26, 28 and 30, Chatham Road, Hui-chom, the same being vested under the control of the Sanitary Department, without permission. The defendants pleaded guilty to the charge, and were fined \$5 each.

DRIVING a truck in a negligent manner along Des Voeux Road West last Monday and knocking down a coolie, causing injury to his feet, were the charges preferred against Hung Fuk, a washerman, in the Police Court, on Tuesday. After evidence was heard the charge of negligence was withdrawn, but defendant was ordered to pay the coolie \$3 as "medicine money."

The Prince Regent has told H. E. Grand Councillor Ching Chih-tung that compulsory education is an important factor in constitutional reforms, and no delay should be made in enforcing it on any plea of local conditions or necessities. H. E. Chang has, therefore, ordered the provinces to re-report on a fixed line in which they can enforce a compulsory educational system.

In the Police Court, last Tuesday, Ng Siu Wing, an unemployed seaman, and a married woman named Tse were charged with kidnapping. Defendants were alleged to have stolen a two-year-old child from the interior some days ago, they brought the boy to Hong Kong, and so it happened, were about to dispose of him, when the police were called on the scene. The case was adjourned for a week for evidence.

TWO months' hard labour was the sentence imposed on an unemployed barber named Chan Sang, who was charged in the Police Court, last Tuesday, with attempting to steal a gold hair-pin from a Chinese woman in Queen's Road Central, on Monday. Chan followed the woman for some distance, and when he thought the coast was clear, he made a grab for the ornament. He missed, however, and was seized by a number of pedestrians.

The trial of the six coolies who were charged with unlawfully bringing two women into the Colony, one of whom (Lau Fuk) it will be remembered, jumped into the harbour in order to avoid her imprisonment, was resumed, and concluded in the Police Court, last Thursday afternoon, before Mr. J. H. Kemp. His Worship fined the first man \$100, or three months' hard labour. The others were discharged. Inspector Gounley conducted the case for the police.

TWO foreigners, John Machado and A. Johnson, alias Castelli, who were charged in the Police Court last Thursday with the alleged larceny of a bicycle, valued at \$35, the property of N. M. Arab, a cycle dealer of 3, Arsenal Street, it was asserted that the defendants hired the machine from complainant on the 9th instant, and were not seen again until they were secured by the police. It was then learnt that they had sold the bicycle to a man at Yau-ma-tei. They pleaded not guilty to the charge, and were remanded.

A NEW issue of Philippine stamps has been issued by the Treasury Bureau at Washington, D. C. The denominations are the same as those formerly used but a change in the coloring has been made as follows: Two centavos, deep yellow-green; four centavos, carmine; six centavos, purple; eight centavos, light brown; 10 centavos, dark blue; 12 centavos, red orange; 15 centavos, olive green; 20 centavos, yellow; 25 centavos, blue green; 30 centavos, light ultramarine; 40 centavos, special delivery, green.

LOI CHAU, unemployed, who has been recognized as returning from banishment, was arrested at an early hour this morning (18th inst.) on a charge of alleged burglary. At about 1.30 a.m., he forced an entrance into a house at 10, Des Voeux Road West, and paroled a blanket and \$4 in cash. He was about to leave the premises with the property, when the master awoke, and seized him. He appeared later in the day before Mr. F. A. Hargrave in the Police Court, where he pleaded guilty to the charge, and was remanded to the prison for the night.

THREE months' hard labour and three hours' stocks were awarded a coolie named Wong Chun Fok for stealing 2 1/2 lbs. of opium.

FOR assaulting and resisting a European constable while on duty in Connaught Road Central, a coolie was fined \$5 in the Police Court last Saturday.

It is notified that Monday, the 24th instant, will be observed as public and a Bank Holiday, under the provisions of the Victoria Day Ordinance, 1903.

An application has been made to the Ministry of Agriculture, Industry and Commerce by a Chinese merchant for permission to start gas-works in Peking.

MARQUIS Ito has addressed a letter to the Waiwupou on constitution in China and advises her to model her constitution on the systems of Germany and Austria.

MR. D. W. Trautman will act as Assistant District Officer, Police Magistrate, and Acting Land Officer for the Northern District of the New Territories, with effect from 12th inst.

NAGOYA is to have a splendid hall for gelsa dances shortly. The cost of the building alone is estimated at ¥100,000, while an additional ¥300,000 will be expended on decorations and fittings.

HIS Excellency the Governor has been pleased to appoint Mr. P. P. J. Wodhouse to act as Deputy Superintendent of Police and of Fire Brigade until further notice, with effect from 12th inst.

ALTHOUGH one hundred and two decorations of the Order of the Double Dragon have been conferred on the Special Envoys to the late Emperor's funeral and their staffs by the Emperor of China.

TWO coolies and a farmer travelled on board the s.s. *Hoi Tung* from Kongnam to Hong Kong without paying for their passage. At the Police Court, last Saturday, they each had to pay \$8 each for the privilege.

HIS Excellency the Governor has been pleased to appoint Mr. A. E. Wood to act as Assistant Registrar General and Deputy Registrar of Marriages during the absence on leave of Mr. E. D. Wolfe,

On 14, remarks the *Strait Echo*, that a murder was committed at Teluk, was the nephew of the executioner.

A fine of \$100 was imposed on a Chinaman named Wu Tai for infringing the exclusive privilege of the Government General by collecting and delivering correspondence otherwise than through the G. P. O.

Duke Tai Teo, President of the Ministry of Finance, intends to adopt the suggestions contained in Commissioner Tang Shao-yu's memorandum on financial reorganization on account of their practicability.

Mr. Nathan Blumenthal, manager of the Astor House Hotel, prosecuted three coolies in the Police Court, last Monday, for being in the servants' quarters of the hotel without permission. A fine of \$7 each was imposed.

Two coolies, who appear to have just arrived from Canton, were charged in the Police Court, last Monday, with the counter of a shopkeeper of 215, Queen's Road Central. The case was remanded.

It is reported that the number of coolies going to Vladivostok has dwindled down to less than one-fourth of what it was last year, largely because of the poll-tax of Rs. 15 which has been imposed on each incoming coolie since the recent closing of the port to free trade.

The Hon. Treasurer of the Alice Memorial and Hospital has acknowledged the following donations to the fund of the hospital:

Li Kam Chuen \$50
Kwok Ching Chan \$50
Lo Yeh Shing \$10

As in spite of the strict interdiction enforced against the importation of morphine, it has been found that this drug is still being smuggled into the Empire for improper use, the Customs have issued orders to the local police to inspect the Customs and has also requested the Diplomatic Corps to bid their nationals in strict terms to cease violating the prohibition.

At the Magistracy, last Wednesday, Wong Shing, described as a hawker, appeared on charges of (1) taking on board the s.s. *Laiwan* spirituous liquor without the master's consent, and (2) with disposing same, to wit, five bottles of beer, on board the ship without a licence. The hawker was found guilty on both counts and fined \$25 and \$100 respectively.

The *Hai-yang*, which escorts the *Hak-chi* with the Chinese Commissioner, Mr. Wong Tai Ching, on board, to the southern islands arrived at Singapore on 12th inst., from Saigon, and sailed. The *Hai-yang* leaves on the 12nd inst., for the *Hak-chi*, but waits the arrival of the Chinese Commissioner and the *Hak-chi*. The Commissioner is at present visiting the Dutch Indies.

AMONG the numerous plans submitted and discussed for the re-organization of the Imperial Navy, which is occupying the most earnest attention of the Chinese Government, it is said that a somewhat novel suggestion has been made which, at least, well-intentioned, if nothing else may be said in its favour. By this suggestion the raising of funds by increase of duties, or taxes, is deprecated, for the reason that it would be a burden on the people. It is suggested that a rich mine in the Empire should be selected and its development undertaken by the Navy and Means Department of the Navy, and that all profits realized therefrom should be devoted to the expenses of the Navy.

As already mentioned, the Kawasaki Dockyard of Kobe has been favoured by the Japanese Naval Department with an order for the construction of a second-class cruiser of 1,000 tons. The *Mitsubishi* Yard at Nagasaki has received a similar order. The *Yamato* is now under construction and is to be laid down about the end of this year and completed in 1912. This vessel will be fitted with a Parsons turbine, while the cruiser to be built at the Kawasaki Yard will be fitted with a Curtis turbine. The advantages of two styles of turbine can thus be fully tested. The orders just given to the two yards mentioned are regarded as a test of the shipbuilding of the two firms and of the comparative advantages of the American and English turbines.

Steamers Expected.

Vessels	From	Agents	Date
Asia	Shanghai	P. M. Co.	May 23
Yingchow	Shanghai	B. & S.	May 23
China	Shanghai	S. W. & Co.	May 23
Sydney	Singapore	T. & C. Co.	May 24
Cardinal	Singapore	D. & O. Co.	May 24
Ararat	Singapore	N. V. K.	May 25
Ararat	Singapore	D. S. & Co.	May 25
Ararat	Singapore	G. L. & Co.	May 25
Ararat	Singapore	M. & Co.	May 25
Ararat	Singapore	P. & Co.	May 25
Ararat	Singapore	N. V. K.	May 25
Ararat	Singapore	B. & S.	May 25

Ships Passed The Canal.

Date	Vessel	From	To
2nd April	Constantia	6th April	Wray
3rd April	Constantia	6th April	Wray
4th April	Constantia	6th April	Wray
5th April	Constantia	6th April	Wray
6th April	Constantia	6th April	Wray
7th April	Constantia	6th April	Wray
8th April	Constantia	6th April	Wray
9th April	Constantia	6th April	Wray
10th April	Constantia	6th April	Wray
11th April	Constantia	6th April	Wray
12th April	Constantia	6th April	Wray
13th April	Constantia	6th April	Wray
14th April	Constantia	6th April	Wray
15th April	Constantia	6th April	Wray
16th April	Constantia	6th April	Wray
17th April	Constantia	6th April	Wray
18th April	Constantia	6th April	Wray
19th April	Constantia	6th April	Wray
20th April	Constantia	6th April	Wray
21st April	Constantia	6th April	Wray
22nd April	Constantia	6th April	Wray
23rd April	Constantia	6th April	Wray
24th April	Constantia	6th April	Wray
25th April	Constantia	6th April	Wray
26th April	Constantia	6th April	Wray
27th April	Constantia	6th April	Wray
28th April	Constantia	6th April	Wray
29th April	Constantia	6th April	Wray
30th April	Constantia	6th April	Wray
1st May	Constantia	6th April	Wray
2nd May	Constantia	6th April	Wray
3rd May	Constantia	6th April	Wray
4th May	Constantia	6th April	Wray
5th May	Constantia	6th April	Wray
6th May	Constantia	6th April	Wray
7th May	Constantia	6th April	Wray
8th May	Constantia	6th April	Wray
9th May	Constantia	6th April	Wray
10th May	Constantia	6th April	Wray
11th May	Constantia	6th April	Wray
12th May	Constantia	6th April	Wray
13th May	Constantia	6th April	Wray
14th May	Constantia	6th April	Wray
15th May	Constantia	6th April	Wray
16th May	Constantia	6th April	Wray
17th May	Constantia	6th April	Wray
18th May	Constantia	6th April	Wray
19th May	Constantia	6th April	Wray
20th May	Constantia	6th April	Wray
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25th May	Constantia	6th April	Wray
26th May	Constantia	6th April	Wray
27th May	Constantia	6th April	Wray
28th May	Constantia	6th April	Wray
29th May	Constantia	6th April	Wray
30th May	Constantia	6th April	Wray
31st May	Constantia	6th April	Wray

Shipping.

STEAMERS.

Amiral Exelmans, Fr. s.s., 3,144, Th. Tonn, 21st May.—Singapore 14th May, Gen.—M. M.	Bombay Maru, Jan. s.s., 3,308, W. A. Evans, 20th May.—Mojil 15th May, Gen.—N. Y. K.	Chiyo Maru, Jap. s.s., 1,426, W. W. Greene, 14th May.—San Francisco 16th April, Honolulu 22nd, Yokohama 5th May, Kobe 7th, Nagasaki 9th, and Shanghai 11th, Gen.—T. K. K.	Chowfa, Ger. s.s., 1,115, F. Schmeitz, 10th May.—Bangkok via Swatow 1st May, Rice.—B. & S.	Daigi Maru, Jap. s.s., 847, H. Murayama, 19th May.—Swatow 18th May, Gen.—C. S. K.	Derwent, Br. s.s., 1,562, J. Jenkins, 10th May.—Salmon 15th May, Gen.—Mun Fat & Co.	Empress of India, Br. s.s., 5,940, E. Beetham, R.M.S., 14th May.—Vancouver 22nd April, and Shanghai 11th May, Malls and Gen.—C. F. R. Co.	Fri, Nor. s.s., 860, C. Wagle, 20th May.—Haiphong and Hoihow 19th May, Rice, Pig and Ballocks.—Aagaard, Thoresen & Co.	Fukui Maru, Jap. s.s., 3,087, K. Nakagawa, 19th May.—Mojil 14th May, Gen.—M. B. K.	Halmon, Br. s.s., 616, J. W. Evans, 21st May.—Swatow 20th May, Gen.—D. L. & Co.	Haimu Nor. s.s., 736, A. Erickson, 19th May.—Bangkok 5th May, Rice.—Yuen Fat Hong.	Helipolis, Br. s.s., 2,967, J. W. Martin, 10th May.—China-wang-tao 15th May, Ballast.—G. L. & Co.	Hikouan Maru, Jap. s.s., 3,302, Masuda, 21st May.—Mojil 15th May, Gen.—M. B. K.	Hongkong, Fr. s.s., 739, A. Cornillissen, 10th May.—Haiphong 19th May, and Hoihow 18th, Gen.—A. R. M.	Hongkong Maru, Jap. s.s., 3,453, H. S. Smith, 10th May.—Mojil 14th May, Coal and Gen.—T. K. K.	Hopson, Br. s.s., 1,350, J. M. Hay, 16th May.—Labuan 10th May, Coal.—J. M. & Co.	Jacob Diederichsen, Ger. s.s., 623, A. Hansen, 10th May.—Hoihow 9th May, Gen.—J. & Co.	Kaga Maru, Jap. s.s., 6,301, M. Hagino, 16th May.—Seattle, U.S.A. 13th April, and Shanghai 13th May, Gen.—N. Y. K.	Kohlschlag, Ger. s.s., 1,203, C. Roselakey, 21st May.—Bangkok 5th May, Rice.—B. & S.	Kora, Ger. s.s., 1,223, W. Schmidt, 7th May.—Bangkok 1st May, Rice.—B. & S.	Kwanlop, Chi. s.s., 1,491, Froberg, 21st May.—Canton 20th May, Gen.—C. M. S. N. Co.	Laertes, Br. s.s., 1,340, D. C. H. Frampton, 10th May.—Salmon 8th May, Rice, Meal and Gen.—Wo Fat Slop.	Lalsag, Br. s.s., 2,224, F. Wheeler, 11th May.—Calcutta via Penang and Singapore 5th May, Gen.—J. M. & Co.	Loyal, Ger. s.s., 1,237, Fr. Natzius, 21st May.—Sibatic, (N. C. Borneo) 13th May, Coals.—S. W. & Co.	M. S. Dollar, Br. s.s., 2,874, Cross, 21st May.—Portland, Or. and Manila 18th May, Timber.—A. K. & Co.	Onoda, Br. s.s., 5,802, W. Coper-Lycott, 18th May.—Tacoma, U.S.A. 21st April, Flour and Lumber.—B. & S.	Pera, Br. s.s., 4,916, W. W. Cooke, R.M.S., 21st May.—Yokohama and Shanghai 8th May, Gen.—P. & O. S. N. Co.	Pittman, Ger. s.s., 2,019, F. Reimers, 16th May.—Bangkok 8th May, and Swatow 15th, Rice.—B. & S.	Protea, Nor. s.s., 1,043, C. Miller, 19th May.—Bangkok via Hoihow 10th May, Rice.—Aagaard, Thoresen & Co.	Rajabari, Ger. s.s., 1,189, H. Brewer, 18th May.—Bangkok 15th May, Rice.—B. & S.	Rutherglen, Br. s.s., 2,742, R. Burns, 20th May.—Newcastle 30th April, Coal.—S. T. & Co.	Samsen, Ger. s.s., 998, Pedersen, 14th May.—Bangkok 7th May, Rice and Timber.—B. & S.	Shishui Maru, Jap. s.s., 2,849, S. Nishiyama, 20th May.—Karatsu 14th May, Coal.—Ataka & Co.	Suyovic, Br. s.s., 4,011, Shotton, 18th May.—Seattle 7th April, and Manila 15th May, Flour and Hemp.—D. & Co., Ltd.	Tamling, Br. s.s., 1,350, A. Somerville, 21st May.—Manila 18th May, Gen.—B. & S.	Tijmali, Dut. s.s., 2,046, J. N. Boumans, 20th May.—Amoy 18th May, Gen.—J. C. J. L.	Wongkol, Ger. s.s., 1,119, W. Reiter, 17th May.—Bangkok via Hoihow 7th May, Rice and Rose-wood.—M. & Co.	Y. Sontua, Am. s.s., 585, Garwhuen, 13th April.—from Manila, Sugar.—Yuen Sheng & Co.	Zadro, Br. s.s., 1,625, R. Rodger, 17th May.—Manila 15th May, Gen.—S. T. & Co.
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SAILING VESSEL.

Alides, Br. 4-masted bark, 2,968, L. Smith, 1st May.—Kobe 23rd April, Gen.—S. O. Co.

DOCK RETURNS.

Scandia	at Kowloon Dock.
Y. Sontua	"
Heim	"
On Sang	"
Hop Sang	"

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

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(PAYABLE IN ADVANCE.)
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By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,000,000 \$150,000 }	\$2,006,134	{ Final of 42 and bonus of 5/- for 1908 @ at 1/16 = \$36,024 }	5 1/2 % { \$90 buyers London 490 }
National Bank of China, Limited	90,000	£7	£6	{ £4,000 £15,000 £150,000 }	\$10,123	\$2 (London 3/6) for 1903	5 1/2 % { \$11 buyers }
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,100,000 \$12,000,000 \$150,000 }	none	\$14 for 1907	7 1/2 % { \$107 1/2 sales }
North China Insurance Company, Limited	10,000	£15	£5	{ £1,100,000 £12,000,000 £150,000 }	Tls. 160,112	Interim of 7/6 for 1908	5 1/2 % { Tls. 104 buyers }
Union Insurance Society of Canton, Limited	12,000	\$250	\$100	{ \$1,100,000 \$12,000,000 \$150,000 }	\$2,464,921	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 }	5 1/2 % { \$85 sales }
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,100,000 \$12,000,000 \$150,000 }	\$707,647	\$12 and bonus \$3 for 1907	7 1/2 % { \$125 buyers }
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$50	{ \$1,100,000 \$12,000,000 \$150,000 }	\$375,541	\$6 and bonus \$2 for 1907	7 1/2 % { \$108 buyers }
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,100,000 \$12,000,000 \$150,000 }	\$368,711	\$27 for 1907	8 % { \$145 sales }
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$9,000 \$166,687 \$500,000 }	\$1,015	\$1 for 1906	7 % { \$11 sellers }
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$9,000 \$166,687 \$500,000 }	Nil.	21 for year ending 30.6.1908	7 % { \$50 }
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$9,000 \$166,687 \$500,000 }	\$10,279	Final of 1/2 making \$24 for 1908	7 1/2 % { \$14 buyers }
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £9,000 £166,687 £500,000 }	\$1,755	{ 6/- for 1907 on Preference shares only @ at 1/16 = \$5,154 }	4 % { \$73 sellers }
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 9,000 Tls. 166,687 Tls. 500,000 }	Tls. 14,510	Final of Tls. 12 making Tls. 31 for 1908	7 1/2 % { Tls. 53 buyers Tls. 53 buyers }
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ £9,000 £166,687 £500,000 }	\$8	{ \$1.00 for year ending 10.4.1908 \$0.10 }	4 1/2 % { \$16 buyers \$16 buyers }
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$9,000 \$166,687 \$500,000 }	\$8		3 1/2 % { \$16 buyers \$16 buyers }
Wah Tat and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 9,000 Tls. 166,687 Tls. 500,000 }	Tls. 2,215	Final of Tls. 21 making Tls. 21 for 1908	11 % { Tls. 45 sales }
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$9,000 \$166,687 \$500,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	5 1/2 % { \$145 buyers }
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$9,000 \$166,687 \$500,000 }	Dr. \$15,823	\$5 for 1907	5 1/2 % { Tls. 200 buyers }
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$9,000 \$166,687 \$500,000 }	Tls. 9,000	Tls. 31 for year ending 31.8.08	5 1/2 % { \$16 buyers }
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £9,000 £166,687 £500,000 }	\$1,556	{ Interim of 1/6 (coupon Note) for year ending 29.2.09 }	7 % { Tls. 17.20 b. }
Rich Australian Gold Mining Company, Limited	10,000	£1	£1	{ £9,000 £166,687 £500,000 }	Dr. £2,191	No. 12 of 1/- = 8 cents	5 1/2 % { \$9 buyers }
DOCKS, WHARVES & GODOWNS.							
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$9,000 \$166,687 \$500,000 }	Dr. \$7,451	\$175 for year ending 31.12.08	5 1/2 % { \$12 sales }
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$9,000 \$166,687 \$500,000 }	\$50,102	Final of \$14 making \$31 for 1907	5 1/2 % { \$62 buyers }
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$9,000 \$166,687 \$500,000 }	\$187,078	Final of \$4 making \$8 for 1908	11 % { Tls. 83 buyers }
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 9,000 Tls. 166,687 Tls. 500,000 }	Tls. \$3,742	Interim of Tls. 21 for 6 months ending 31st October, 1908	6 % { Tls. 167 buyers }
Shanghai and Hongkong Wharf Company, Limited	30,000	Tls. 100	Tls. 100	{ Tls. 9,000 Tls. 166,687 Tls. 500,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	5 1/2 % { Tls. 167 buyers }
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 9,000 Tls. 166,687 Tls. 500,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	6 % { Tls. 101 buyers }
Asian House Hotel Company, Limited (Shanghai)	30,000	\$50	\$50	{ \$9,000 \$166,687 \$500,000 }	Dr. \$4,800	\$12 for year ending 30.6.07	5 1/2 % { \$12 sales }
Central Stores, Limited	10,000	\$50	\$50	{ \$9,000 \$166,687 \$500,000 }	\$4,800	\$1.20 on old and 60 cents on first new issue	5 1/2 % { \$72 ex n. l. }
Hongkong Hotel Company, Limited	10,000	\$50	\$50	{ \$9,000 \$166,687 \$500,000 }	\$4,800	Final of \$3 making \$6 for 1908	5 1/2 % { \$42 a. new }
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$9,000 \$166,687 \$500,000 }	\$26,475	Final of \$31 making \$7 for 1908	7 % { \$9 buyers }
Imperial Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$9,000 \$166,687 \$500,000 }	\$5,486	60 cents for 1908	5 1/2 % { \$30 buyers }
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$9,000 \$166,687 \$500,000 }	\$278	\$14 for 1908	5 % { \$30 }
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 9,000 Tls. 166,687 Tls. 500,000 }	Tls. 122,404	{ Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908 }	6 1/2 % { Tls. 220 }
West Point Building Company, Limited	12,500	\$50	\$50	{ \$9,000 \$166,687 \$500,000 }	\$1,968	Final of \$2 making \$4 for 1908	9 % { \$44 }
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,000 \$10,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 % { Tls. 222 sellers }
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 Tls. 45,000 \$10,000 }	\$5,553	50 cents for year ending 31.7.08	6 % { \$83 sales }
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 45,000 \$10,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	5 1/2 % { Tls. 92 }
Leong-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 11,172 }	Tls. 4,822	Tls. 4 for 1908	5 1/2 % { Tls. 150 }
Joy Uen Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ none Tls. 11,172 }	Tls. 15,911	Tls. 50 for 1908	5 1/2 % { Tls. 400 }
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,504	12 1/2	12 1/2	{ \$150 \$40,000 }	£648	1/10th per share for 1907 = 1.037	10 % { \$102 }
China-Borneo Company, Limited	50,000	\$10	\$10	{ none \$40,000 }	Nil.	\$1.20 or 1908	9 1/2 % { \$23 buyers }
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$40,000 }	\$61,138	50 cents for year ended 28.2.06	5 1/2 % { \$6 sales }
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$100,000 \$10,000 }	\$3,407	80 cents for 1908	8 1/2 % { \$92 ex. and b. }
Jalry Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$8,000 \$10,000 }	\$48	\$1.50 for year ending 31.7.08	7 1/2 % { \$168 }
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$1,000 }	\$2,756	Final of 90 cents making 90 cents for 1908	10 1/2 % { \$8.80 sellers }
H. Price & Company, Limited	18,000	\$10	\$10	{ \$10,000 \$8,000 }	\$351	75 cents for 9 months ending 31.12.07	8 % { \$12 }
Hall & Holts, Limited	21,000	\$20	\$20	{ \$18,000 \$3,000 }	\$8,957	\$2 for year ending 29.2.09	9 1/2 % { \$21 ex div. }
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$10,000 }	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	8 1/2 % { \$18 1/2 buyers }
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000 }	\$7,616	Final of \$1 per share making \$19 for 1908	12 1/2 % { \$153 sellers }
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$10,000 \$10,000 }	\$5,790	Final of \$1 per share making \$2 for 1908	8 1/2 % { \$24 }
Maatschappij tot Rijst, Borch en Landbouwver- plaatting in Langkat, B							

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 6088

號四初月四年元統宣

SATURDAY, MAY 22, 1909.

六拜禮

號二十月五英港香

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RESERVE FUNDS
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Silver
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May 1909. [20]

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WM. DICKSON,
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Hongkong, 5th April, 1909. [22]

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ABOUT MEX \$7,221,222
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W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

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(Netherlands Trading Society.)

ESTABLISHED 1824.

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J. L. VAN HOUTEN,
Agent.
Hongkong, 19th July 1909. [16]

Banks.

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TAKEMO TAKAMISHI,
Manager.
Hongkong, 22nd March, 1909. [17]

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

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BOARD OF DIRECTORS: BERLIN.

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Robert Warshawsky & Co.,
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A. KOHN,
Manager.
Hongkong, 4th December, 1907. [13]

Intimations.

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Monarch Shirts \$2.25 each
Chest Evening
Shirts From \$3.75 up
Pyjama Suits
Steamer Rugs \$13.95

THE SAVOY.
Hongkong, 16th February, 1909. [18]

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E. J. LOPES,
Ojo Hongkong Telegraph Office.
Hongkong, 6th March, 1909. [16]

Mails.

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FOR STEAMERS TO SAIL ON

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SHANGHAI DELHI About 17th May } Freight and Passage.

LONDON, &c., via usual Ports OCEANA Noon 19th May } See Special Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES About 22nd June } Freight and Passage.

SHANGHAI, MOJI, KOBE, SIMLA 4th June } Freight and Passage.

For Further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 22nd May, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

CHUBB'S & PHILLIPS

PATENT BURGLAR AND FIRE RESISTING

SAFES.

CHUBB'S LOCKS OF ALL DESCRIPTIONS.

STEEL CASH, DEED AND DESPATCH BOXES.

LANE, CRAWFORD & CO. [10]

AQUARIUS.

A PURE, DISTILLED TABLE WATER.

In QUARTS, PINTS and SPLITS.

Mixes freely with Wines and Spirits, without in any way destroying the flavour.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
Hongkong, 15th April, 1909. [19]

Hotels.



Telephone No. 75.

Hongkong, 16th July, 1909. [19]

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CHUBB'S LOCKS OF ALL DESCRIPTIONS.

STEEL CASH, DEED AND DESPATCH BOXES.

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LANE, CRAWFORD & CO. [10]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,105 Tons, "FATSHAN" 2,250 Tons, "KINSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 A.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodations. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 2,265 Tons and "SUI-AN" 2,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI-SANG".

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 599 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintao" and "Santai". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 23rd May.

S.S. "SUI-AN".

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. Departure from Macao 5 P.M.

Fares, Excursion Rates as usual.

Machado's String Band will play selections of Music during the Trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

On MONDAY, the 24th May, (EMPIRE DAY.)

The Company's Steamship "SUI-AN".

will depart from the Company's Wing Lok Street Wharf at 9 A.M. Departure from Macao 5 P.M.

Fares: Usual Excursion Rates. Return Tickets available for the date of issue only.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS, (FIRST FLOOR), opposite the "Blake Pier."

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES, Manager. [15]

Hongkong, 5th February, 1909.

KOWLOON HOTEL.

EMPIRE DAY.

A MUSICAL DINNER will be served on MONDAY, the 24th instant, at 8 p.m.

MENU by AH CHONG

(For many years chief Cook to late Mr. J. W. CAMPBELL.)

The 105th M. L. I. Regimental Band will play Special Selections of Music during and after Dinner.

Hongkong, 10th May, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, Proprietor, and N. BLUMENTHAL, Manager. Telephone 170. Telegrams "Astor." [14]

Ships.

NORDDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Isecke	About SATURDAY, 29th May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, 26d. June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	About THURSDAY, 3rd June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isecke	FRIDAY, 18th June, 10 A.M.
KUDAT and SANDAKAN	"BOERNE" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st May, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	Rebutat	.....	24th May, P.M.
MARSEILLES, VIA PORTS	OCEANIE	.....	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	.....	7th June, P.M.
MARSEILLES, VIA PORTS	POLYMERIE	.....	8th June, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia & at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th May, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,500 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,500 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshui.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshui, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.LONDON,
1, John Street, Bedford Row, W.C.
HONGKONG, 4th March 1900.CALCUTTA,
59, Bechook StreetSHANGHAI,
56, Nanking Road

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Soottis.

A. I. and Watkins.

Yokohama, May 11th, 1900.

To Let.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,
Princes Buildings,
Hongkong, 25th March, 1900. [29]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West,
Hongkong, 9th March, 1900. [248]

TO LET.

NO. 1 MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.,
Hongkong, 12th May, 1900. [408]

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 1st April, 1900. [52]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

Apply to—

No. 3 CLIFTON GARDENS, CONDUIT ROAD,
A HOUSE in WONG-NEI-CHUNG ROAD.
A HOUSE in RICH TERRACE.
OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VOUX ROAD next to the Hongkong Hotel.

FLATS in MOREUX TERRACE,
No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th April, 1900. [57]

TO LET.

TWO AIRY ROOMS in a house on BELLIOS TERRACE, 1st row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"

C/o Hongkong Telegraph.

Hongkong, 5th March, 1900. [139]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 24th February, 1900. [183]

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & Co., LD.,
Hongkong, 19th May, 1900. [111]

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years Old 5.50

QUINQUINA? ALSO

QUINQUINA? DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1900. [4]O. G. MOOSA,
1 & 8, D'AGUILAR STREET

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.
Hongkong, 24th September, 1900. [127]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

SELF CURE NO FICTION! MARVEL UPON MARVEL!

NO SUFFERER NEED NOW DESPAIR, but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY

THERAPION

A complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION NO. 1—The Sovereign Remedy for all diseases, suppurating infections, those of which does irreparable harm by laying the foundation of nature and, other, serious diseases.

THERAPION NO. 2—The Sovereign Remedy for all diseases, suppurating infections, those of which does irreparable harm by laying the foundation of nature and, other, serious diseases.

THERAPION NO. 3—The Sovereign Remedy for all diseases, suppurating infections, those of which does irreparable harm by laying the foundation of nature and, other, serious diseases.

THERAPION NO. 4—The Sovereign Remedy for all diseases, suppurating infections, those of which does irreparable harm by laying the foundation of nature and, other, serious diseases.

THERAPION NO. 5—The Sovereign Remedy for all diseases, suppurating infections, those of which does irreparable harm by laying the foundation of nature and, other, serious diseases.

THERAPION NO. 6—The Sovereign Remedy for all diseases, suppurating infections, those of which does irreparable harm by laying the foundation of nature and, other, serious diseases.

THERAPION NO. 7—The Sovereign Remedy for all diseases, suppurating infections, those of which does irreparable harm by laying the foundation of nature and, other, serious diseases.

THERAPION NO. 8—The Sovereign Remedy for all diseases, suppurating infections, those of which does irreparable harm by laying the foundation of nature and, other, serious diseases.

THERAPION NO. 9—The Sovereign Remedy for all diseases, suppurating infections, those of which does irreparable harm by laying the foundation of nature and, other, serious diseases.

LIFE OF JAPAN'S COURT LADIES.

A most interesting description of the life of the ladies about the Japanese Court is given by the *Jogikku-Sakai*.

"There are more than 300 Court ladies in the Imperial Court. They are divided into five ranks—to wit 'Tenji, Gon-tenji, Shoji, Gon-shoji, and Myofu' and their duties consist in looking after the Imperial wardrobes and furniture. The ladies of the higher ranks are called 'Danna-san' (Master) by their subordinates, who in turn are given the common appellation 'Shimmyo' or 'needle-girl'. The 'Danna' have their own apartments of five or eight rooms, and are usually attended by four subordinates or 'Shimmyo'."

LONG HOURS AND STRICTNESS.

"Some of the 'Danna' are in attendance on the Imperial Majesties from 8 a.m. until 10 p.m., others in turn being occupied from 10 p.m. till 10 a.m. The strictness and severity practised by these ladies who serve the Imperial personages are beyond imagination. Even when they are nominally at liberty they are hedged round by all sorts of restrictions. Indeed, in their sleep they must never lie flat on their backs, never stretch out their hands and must be 'like a twisted skein'."

"The daily tasks of the 'Shimmyo' who serve the 'Danna' are by no means light. They get up at five and clean the rooms, arrange the toilet articles in their allotted places, the hair-dressing requisites, looking-glass, powder, red and white paint, brushes, wash bowls, and tubs. When the 'Danna' wakes up and takes her seat on the silk crepe cushion, the 'Shimmyo' courteously wishes her good morning."

BREAKFAST FOOD.

"After the lapse of one hour, which is spent in the toilet, breakfast is served. The tray is full of small dishes most tastefully arranged. Court ladies place more importance on the neat arrangement of the table than on the actual taste of the dishes. Several kinds of pickles, edible seaweed, heated salt, and sour plums always embellish the tray. The chopsticks are usually of ivory or of silver, but the ladies have three sets, one for vegetarian food, one for meat and fish eating, and the third to be used only for food presented by the Imperial personages. Court ladies are allowed to eat anything according to their taste with the one exception of onions. The smell of onions is abhorred by Court ladies, and should anyone partake of the obnoxious bulb, she is certain to be in bad odour with her colleagues for a long time."

PURITY AND CLEANLINESS.

"Purity and cleanliness are most religiously insisted upon at Court. This is supposed to be the corollary of the deep reverence entertained towards the Imperial family, the needle-girls, for instance, are divided into two classes, called respectively 'O-Kiyo-san' and 'O-Tsugi-san' (Miss Clean and Miss Subordinate). The O-Tsugi-san occupy themselves with the clothes worn below the waist. O-Kiyo-san may lay her hands on the person of her 'Danna' above the waist, but Miss Subordinate is only allowed to handle the garments below. The hand which has touched the socks must not be allowed to come in contact with the clothes worn above the waist before it has been carefully cleaned. Consequently there is but little confusion in the great hall when four or five of the 'Danna' change their dresses to prepare to accompany the Empress."

SELF-DENIAL AND PERSEVERANCE.

"It must be borne in mind that the needle-girls who help the 'Danna' to dress move above on their knees and must not walk on their feet, so that the long 'obi' of the 'hakama' (skirt) worn by Court ladies, which goes round the waist some five or six times, provides plenty of exercise for 'Shimmyo'. When they perspire, which is naturally not infrequent, they are not expected to wipe off the moisture in their lady's presence. They usually wait till the task is finished, and under cover of a recent how quickly use their handkerchief."

"The first essential demanded of all Court ladies is self-denial and perseverance. Lowness of extraction is an obstacle, as this can be easily set aside by nominal adoption into a family of higher grade. Sewing, reading, cooking, flower-arranging, and walking in the Imperial garden are said to be the principal recreations of Court ladies."

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,

Manager.

Hongkong, 6th January, 1900. [50]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 19th March, 1900. [161]

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WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other ships.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock. Aberdeen.

Waglan. Sai Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light houses.

F. G. FROD,

Director.

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Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint 50 cents
" " Gallon \$1.00A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY

AND
KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The Hong Kong, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

Daily—480 per annum.
Weekly—113 per annum.

The rates per quarter and per month, proportionally.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On option sent by post an additional 11.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies Daily, 10 cents. Weekly, 10 cents. Five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 22, 1909.

WHERE THE "GENTRY" FAIL.

Apparently, so far as we can make out, the gentry in the North are unlike those in South China because they imitate their opinions in matters which do not affect the common people so much as they are calculated to maintain the standing and character of those who deem themselves a trifle above the ordinary run. Beginning with the idea that "half-fledged native students in political affairs" are exercising undue interest in political affairs, the *Mercury* of Shanghai presents a curious indictment against the gentry. No student of Chinese affairs (it says) can fail to recognise the desirability of taking some steps to insure the Central Government against the constantly recurring meddling of these doyleless well-intentioned gentlemen, who are not content unless they have a finger in every pie. There is something amusingly pathetic in the following telegram which recently appeared in one of our native contemporaries:—"Liang Tun-yen, President of the Waiwupu, is afraid that every time there are diplomatic negotiations

the gentry of the province concerned will convene a meeting by which there will be much trouble, and therefore he proposes to frame regulations to control such meetings." Old residents in China will not need any long explanation of what these gentry consist of, what their aims are, and the means they usually take to gain them. It must not be forgotten that they are not an aristocracy as we understand that term in the west. If they were, more respect might well be paid to their opinions, for there is no true aristocracy the world over but has learnt, during its many centuries of existence, something of the art of government; and at least a little of that common sense which tends to the general weal. The Chinese gentry are not of this stamp. They are all more or less of the literate grades, many of them have been or hope to be; officials in actual service, and all are imbued with that Chauvinism which in undiluted course of ancient classics never fails to cultivate. Chow Han, the notorious originator of the Hunan tracts and caricatures against Christianity, was a member of this favoured clique. He had the courage of his opinions. In all probability, the vast majority of his peers have the opinions without the courage. They are consumed with anti-foreign "envy, hatred, malice, and all uncharitableness," and they are just as willing to wreak vengeance on a progressive native as they would be on any offending foreigners who might fall into their hands. To such as spend time, thought, and care on comments on musty classics and on those alone, revolutionary ideas connected with commerce, with industry, with railway communication, telegraphs, and such-like western devils cannot be agreeable, and though even into their conservatism the thought may have penetrated that such things must come, yet they are grimly determined that if they have any voice in the matter, they shall only come through the medium of native hands. On various occasions we have shown what a tremendous handicap Chinese progress is placing on itself in this way. Were there such a thing in native literature as our proverb which says, "If a thing is worth doing at all, it is worth doing well," there might be some hope that there would soon be men wise enough to see the utter absurdity of wasting money and delaying advance in order to gratify an ignorance as crass as it is deplorable. Peking evidently recognises this to some extent, and we are not surprised that it should be so. In the capital there are now a considerable number of travelled officials, men who know what's what, having seen with their own eyes; men who know that for technical tasks it is absolutely necessary to have expert men; that neither the Four Books nor the Five Classics will enable even a Hanlin to build a railway, command an army, or navigate a battleship, that, in fact, for every practical good, mental or physical, the mere graduate is no better off after all his years of cramming than the most illiterate coolie. Yet the ancient reverence in which a knowledge of this old world literature is still held amongst the literati is strong enough to ensure a confidence in its possessors which makes them feel competent now as in days gone by to "go anywhere and do anything." Is it railway engineering? Their opinion is to be taken. Mining does not offer any difficulty. Are they not well acquainted with all the twists and turns which the terrestrial dragon is capable of? And as for telegraph lines, smoke stacks, and other innovations, who but they are capable of deciding whether or no "feng shui" will not be fatally injured if these things are allowed in any way but such as pleases them? Have they not, also, vast influence over their still more ignorant countrymen, and can they not, whenever they will, rouse all those bad passions which turn the naturally good-tempered, good-natured peasant into a murdering maniac? The gentry can, and have done such things. They need to be educated out of them, and meanwhile should be muzzled. All our sympathy is with the Waiwupu. May they succeed, and may China make real progress under an enlightened directorate.

LOCAL AND GENERAL.

The preacher for the evening service at 6 p.m., to-morrow at St. Andrews, Kowloon, will be the Lord Bishop of Victoria.

The Police Magistrate's Department is expected from the operation of the Public Holidays Ordinance, 1875, on Monday, the 31st inst.

A SINGAPOREAN has been charged in the Police Court, for the alleged theft of \$70,000 from the Hongkong and Shanghai Bank at Penang.

THE I. C. Sir, Kingling, from Tientsin and Chefoo, reports having passed a grain buoy with a lamp socket attached, while in Lat. 35° 41' N. Long. 122° 40'.

THE Post Office notifies that owing to information received from the Agent of the Messageries Maritimes, the *St. Sydney* from Europe is not expected to arrive before 6 p.m. on the 24th inst.

A NEW Chinese newspaper has made its appearance in Shanghai. It is devoted to supporting the cause of the Chinese people and is to be run independently of official support.

My Eccentric Friend.

A CONVERSATION ON THE PIER.

While out for a constitutional the other afternoon I was approached by a friend on Blake Pier, who inquired of me how I passed my days during the sweltering heat of summer. He gave me to understand that he did not belong to the Hongkong Club—a fact which I could easily understand—he did not live with the gods—by which I concluded that he did not class himself with the gentry residing at what is known to be the Peak. He was not a director of, so he termed it, any of "your local trusts." He had come out to this "exile" not two years ago to join a good firm; he held a fair position, and his monthly "whack" was sufficient to keep him comfortably; he was not married; did not leave a castle at home, as most people, he asserted, believe they do when they come to Hongkong. He did not frequent public houses, neither did he drink champagne nor other wots of the kind. But all he wished to know was how I kept myself in summer.

I was standing on the Pier watching saucy launches coming and going; gams, perhaps, with envy, at the *little* of this island leaving on picnic bent. The sun was sinking low on the horizon and its golden streams were playing on the placid waters. At my right was a large junk all ready to leave for somewhere—I know not where. In front of me was an ocean tramp entering port, crawling carefully to her anchorage. But these things interested me not.

As I stated before I was on the pier, leaning up against the railing, thinking of dear, old home. I have been exiled in this forsaken country for a matter of nearly ten years, and was past making up my mind whether to clear out when the time comes, or to stick on for another term, when I received a small tap on my back. Turning round quickly I met my friend, and for the space of about half an hour had to listen to his conversation, which I have already detailed at the beginning of this article.

"My friend," I was half-inclined to say when he questioned me about the summer, "keep cool." But I took pity on the "poor" individual and spoke to him like a father.

"Do you ride?" I asked him, "if so Mr. Gegg of Kennedy's Stables could fix you up."

He could ride but did not want to appear in the eyes of the local scandal-mongers and match-makers to be a millionaire.

"Do you golf?"

He could not see the fun in chasing a ball around a field, and appear an idiot.

"Are you a member of the swimming club?"

"Look here, old chap, don't irritate a man with those idiotic questions," he replied somewhat nastily. "You yourself don't follow any of them."

I was going to say something sarcastic in return, when all of a sudden I remembered I was highly interested in railway work. I thought I had him there. "Are you interested in transportation?" was my first shot.

"What do you mean by transportation?" was the imbecile reply.

I reminded him of the fact that the railway, which was transportation, to Canton was about to run, and as he had never set eyes on the Southern capital, we should take occasional trips across the water and view some of those bridges, which would interest him, and which would be the means of passing time, not to mention brightening his education on bridge-building.

"Oh, indeed," he answered, "what's the price for an aeroplane?"

Was that sarcasm, humour or deflection? When a man comes to this stage he is incorrigible. I left him to his own devices. At the same time I still wonder if he was not a builder in Spain what was he?—Communicated.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 14th May, 1909.

Present—Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. Kruse, J. Menzies, W. Wilson, the Health Officer, and the Secretary.

The minutes of the last meeting were read and confirmed.

A letter was read from the Senior Consul informing the Council that the Taotai of Amoy has issued title deeds to the Council for the plot of ground near the old Market buildings, reclaimed by the Council in the course of scavenging operations.

The regulations governing the licensing of chairs and chair hongs, and the fixing of fares, drawn up by the sub-committee, were read and approved, and the Secretary was directed to forward same to the Senior Consul for the information and approval of the Consular Body.

A letter was read from Mr. W. C. Hankins asking the Council to consider a path leading past the house of Tso Chun, in the paddy fields, Kang-ah-ai, a public road. The Secretary was instructed to inform Mr. Hankins, the Council had no authority to consider any path of this description a public road, and to refer him to the Council's letter addressed to him on the 24th October, 1906.

It was decided to ask the Senior Consul to again address the Taotai concerning the post of Chinese Member of the Council, with a view to the vacancy being filled.

The Superintendent of the Police reported the following cases had been dealt with at the Mixed Court since the last meeting:—

Sumsuones; Contempt of Court 1, illegally detaining property 1, allowing pigs and cattle to stray 10, obstructing a public road 1, throwing rubbish, &c. into the public drains 2, Summary Arrests: Theft 6, Creating a disturbance 2, Returning from deportation 1, Gambling 4, Housebreaking 2, Being in possession of burglar's tools 1, Contempt of Court 1, Drunk and incapable 1, Being in possession of stolen property 1.

(Signed) W. H. WALLACE,
Chairman.By order,
C. BARKLEY MITCHELL,
Secretary.THE PARIS TOILET COMPANY,
LIMITED.

LIVELY PROCEEDINGS.

The third general meeting of shareholders was held this afternoon, at the registered office of the Company, for the purpose of receiving a statement of accounts and the report of the general managers for the year ending 31st December, 1908, and electing an auditor. Mr. H. Percy Smith presided. There were also present—Messrs. J. H. Seth, C. Sait, Charles Metcalf, W. Schmidt, E. G. Smith, J. C. Schlem, Li Fuk Tsau, Leung Wing Cheung, A. Margal and J. O. Scipies, manager.

The Chairman read the notice calling the meeting.

The Chairman—Gentlemen, you have had the report and accounts in your hands for some time. With your permission I will follow the usual custom, and assume that you will take the report and accounts as read. In the report we have endeavoured so far as possible to explain the reason why we are not able to show profit to pay a fair dividend, and I wish further to add that I shall be pleased to answer any questions and remarks that may be made.

No questions were asked.

The Chairman—I propose the adoption of the report and accounts as already in your hand.

Mr. Scipies (manager)—I would like to ask something personal to me. I would like to have more facility of the books, and more understanding of the affairs of the company at the end of the month. Since last year in June I asked you for monthly returns and the month's expenses and the month's takings. I must have that. If you take me as manager you must give me what you are taking in. I don't know whether there is a cent in the bank or not. I cannot keep up the manager if I don't get that. I must have the expenses of every month, where the expenses go to, and whether I can spend a cent or not. I don't know if you can get a manager to go on like this. I asked in June last. I have asked for the whole year, for nothing.

The Chairman—Personally, Mr. Scipies, I do not know that you had any information to ask for, and as you actually make up the statement of the expenses, I should have thought that you knew everything that was being done, and we shall like to know everything you want.

Mr. Scipies remarked that he had wanted a special meeting of the shareholders, because he wanted to know what was going on.

At this stage some private conversation took place between the general managers.

The Chairman—You make out all the expenses every month, and are in a position to know what those expenses are.

Mr. Scipies—All the information is given to you.

The Chairman—If you had not had that information before you will have it in future. As regards the half-yearly meeting I say at once I consider it was quite unnecessary to have a half-yearly meeting for such a small company. And I do not hesitate to say that the shareholders will agree with me. It will be a ridiculous thing to waste shareholders' time in such a way.

Mr. Scipies—I am the manager, and if the shareholders will agree to it, I must go back. That is all. Some of the shareholders very seldom come into the saloon.

Mr. Seth said it was a great mistake that nothing had been said before on this subject. The manager could always see the books when he wanted to do so.

Mr. Enos Seth held that the general managers had always looked after the best interests of the company.

Mr. Scipies: If you want to be general manager in the shop, you want to know what is being spent.

The Chairman: What grievance have you got?

Mr. Scipies: I want to know what money is spent.

Mr. Seth: The books are open to inspection at any time.

The Chairman: You certainly never asked me at any time in respect of a half-yearly meeting, which I considered unnecessary and which the shareholders agree with me.

No other questions were asked.

The Chairman: I beg to propose the adoption of the report and accounts.

Mr. Li Fuk Tsau seconded.

The motion was unanimously carried.

On the motion of Mr. Grant Smith seconded by Mr. Seth, Mr. Cox-Edwards was re-elected auditor.

The Chairman: Gentlemen, I have to thank you for your attendance. That there is no dividend will enable us to hope for the best next year.

ANNUAL REPORT.

The annual report is as follows:—

The general managers beg to submit to the shareholders their report on the company's business for the year ending 31st December, 1908, with a statement of accounts to that date.

We regret we are unable to show a large profit on the year's working in spite of doing a greater volume of business but our expense have increased considerably although we have, with the help of your manager, Mr. J. O. Scipies, done what we could to reduce them.

Our profit on sales has been curtailed by the great drop in exchange and by the high price of hair at present prevailing in Europe.

The net profit for the year including \$38.88 brought forward from last account amounts to \$24.45 which we propose to carry forward to next year.

AUDITOR.

Mr. Beattie was elected auditor for the year under review, but owing to his having to go away he resigned and Mr. J. Cox-Edwards was appointed to fill the vacancy. Mr. Cox-Edwards being eligible offers himself for re-election.

Percy Smith & Seth,
General Managers.PROFIT AND LOSS ACCOUNT FOR THE YEAR
ENDING 31ST DECEMBER, 1908.

To Auditor's fee	\$ 50.00
To Balance	28.26
	\$ 78.26

December 31, 1908.	
By balance brought forward from last account	\$58.88
By scrip fees	5.00
By balance of working account	14.44
	\$78.26

BALANCE SHEET 31ST DECEMBER, 1908.

To Capital 1,600 shares at \$10 each	\$16,000.00
To "sundry creditors"	3,168.78
To Reserve for bad and doubtful debts	100.00
To Reserve for home passages	100.00
To Profit and loss account	28.26
	\$19,397.04

By Furniture and fittings	
As per last account	\$4,554.51
Less Amount written off	254.51
	4,300.00

Additions during the year	1,455.00
	\$5,755.00

By Stock in hand	
As per managers' certificate	\$,877.53
By Sundry debtors	1,293.50
By Un-exp'd insurance premia	25.12
By Passages	300.00
By Cash at Bank	971.07
By Cash in hand	175.32
By Goodwill	
As per last account	5,340.14
Less account written off	340.14
	\$5,000.00
	\$19,397.04

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Tuesday next, at 2.45 p.m. The orders of the day are as follows:—

Letter from Mr. Shelton Hooper relative to a nuisance at the New Western Market.

Reports by the Medical Officers of Health relative to certain houses remaining to be dealt with under section 175 of the Public Health and Buildings Ordinance 1903-1908.

Minute by the Medical Officer of Health relative to back-yards in domestic buildings.

Minute by the Colonial Veterinary Surgeon recommending that Sergeant August at Sham-shai be authorised to enter premises and inspect and seize food in accordance with section 83 of the Public Health and Buildings Ordinance 1903.

Re-appointment of select committees of Sanitary Board.

Correspondence relative to Kai Lung Wan Cemetery.

Correspondence relative to the streams near Marine Lot No. 219 and Island Lot No. 1,355.

Application for exemption from lime-washing a tank at No. 430, Queen's Road West.

Application for permission to erect a water closet and a urinal at the Hongkong Civil Service Cricket Club Pavilion at Happy Valley.

Application for permission to convert fish stalls No. 55 and 56 in Yaumatei Market into poultry stalls.

Application for a fat-boiling licence at No. 80, Tai Tit Street, Sham-shai.

Application for a fat-boiling licence at No. 39, Bichers Street.

Mortality return from Macao for the week ending 3rd May, 1909.

Mortality statistics for the month ending 30th April, and for the weeks ending 24th April and 1st May, 1909.

Lime-washing return for the fortnight ending 4th May, 1909.

Rail return for the weeks ending 8th and 15th May, 1909.

The Chinese Engineering and Mining Co.'s total output of the company's three mines for the week ending 8th May, 1909, amounted to 28,981.60 tons and the sales during the period to 25,441.39 tons.

It is noticed that Monday, the 31st instant, being a Bank Holiday under the provisions of the Public Holidays Ordinance, 1875, (Ordinance No. 2 of 1875), will be observed as a Government holiday.

His Excellency the Governor has been pleased to appoint Mr. P. N. H. Jones to act as Director of Public Works during the absence on leave of the Honourable Mr. William Chatham, C.M.G., or until further notice, with effect from the 22nd instant.

Mr. P. N. H. Jones has been appointed, provisionally and subject to His Majesty's pleasure, a member of the Executive and Legislative Councils, during the absence on leave of the Honourable Mr. William Chatham, C.M.G., or until further notice, with effect from the 22nd instant.

His Excellency the Governor has been pleased to appoint Mr. P. N. H. Jones to act as Director of Public Works during the absence on leave of the Honourable Mr. William Chatham, C.M.G., or until further notice, with effect from the 22nd instant.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the hospitals:—

Ko Shing Tsai
Tai Ping	25
Chung Hing do	25
	45
It is notified in the *Gazette* that the Colonial Auxiliary Forces Long Service Medal has been granted to Company Sergeant-Major B. W. Gray and Bombardier H. E. Craddock, Hongkong Volunteer Corps, under the provisions of the Royal Warrant dated the 15th day of May, 1899, as amended by the Royal Warrant dated the 3rd day of August, 1904.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE

THE SOOCHOW RAILWAY.

SURVEY DIFFICULTIES.

[By courtesy of the "Sheung Po"]

Shanghai, 21st May.

The British engineer of the Soochow Railway has been engaged making a survey of the route.

Upon arriving at Chimshan, the inhabitants obstructed the survey party's operations.

The Railway Company has despatched an officer to the place to conduct investigations.

CURRENCY DIFFICULTIES.

RIOTING IN KANSU.

[By courtesy of the "Sheung Po"]

Shanghai, 21st May.

Owing to the depreciation in value of the copper subsidiary coins, there was a riot in Kansu province resulting in the destruction of a shop by the populace.

The inhabitants have gone on strike.

COPPER MINING.

FOREIGN CONCESSIONAIRE IN PEKING.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

The foreign concessionaire of the copper mine in Honan has arrived in Peking but has not called at the office of the Waiwupu.

The Ministry of Foreign Affairs has sent a representative to the concessionaire to discuss matters with a view of securing the redemption of the concession to China.

NAVAL CADETS.

TO BE TRAINED ON BRITISH WARSHIPS.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

Admiral Sah has completed arrangements for the training of naval cadets on board British warships.

YUNNAN VICEROYALTY.

DEPARTURE OF LEI KING-HEI.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

Lei King-hei, Viceroy-elect, to Yunnan, will leave Peking for Hankow on 24th inst., and after interviewing the Viceroy there His Excellency will proceed to Yunnan to take up his appointment.

MACAO DELIMITATION.

DEPARTURE OF PORTUGUESE COMMISSIONER.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

General Joachim Machado, the Portuguese Commissioner for the delimitation of the boundaries of Macao, left for China to-day.

THE CHEKIANG RAILWAY.

GERMAN v. BRITISH LOCOMOTIVES.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

The British Minister has applied to the Waiwupu for an explanation why the locomotives for the Chekiang Railway were not purchased from England but from Germany and why no powers were vested in the British engineer-in-chief.

The Waiwupu has requested the Ministry of Posts and Communications to take the question into consideration and furnish a report thereon.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

SIR JOHN JORDAN.

CHINESE DECORATION UNACCEPTABLE.

[By courtesy of the "Shung Po"]

Peking, 21st May.

The Central Government has conferred a decoration on Sir John Jordan, the British Minister.

In consequence, however, of certain important negotiations not having been carried through to the satisfaction of the British Government, permission has been refused to the British Minister from accepting the honour.

PEAK TRAMWAYS CO., LTD.

ANNUAL REPORT.

The report of the directors for the year ending 30th April, 1909, for presentation to the shareholders on Saturday, the 29th inst., is as follows:

Gentlemen,—The directors now beg to submit to you their report and statement of accounts for the year ending 30th April, 1909.

The net profit for the twelve months, after deducting directors' fees and general managers' remuneration and providing for pension subsidiary funds, amounts to

To which has to be added the balance brought forward from last account

Making available for appropriation

The directors recommend that a dividend at the rate of 8 per cent per annum be paid to shareholders, amounting to \$4,000,000, that \$1,000,000 be written off falling stock, that \$5,000,000 be placed in a reserve fund and that the balance of \$1,046,000 be carried to a new profit and loss account.

Directors.—Mr. H. Keswick having resigned, Hon. Mr. W. J. Gresson was invited to occupy the vacant seat on the Board. In accordance with Rule 73 of the Company's Articles, Sir Paul Chater, C.M.G., Hon. Mr. W. J. Gresson, Dr. J. W. Noble, Mr. G. C. Moxon and Mr. C. S. Gubbay retire, but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. H. Potts and A. R. Lowe. Mr. Potts and Mr. Lowe offer themselves for re-election.

JOHN A. JUPP, Chairman.

Hongkong, 17th May, 1909.

PROFIT AND LOSS ACCOUNT.

For the year ending 30th April, 1909.

Dr.	
To coal and stores	\$12,575.19
To charges	3,350.33
To maintenance and repairs	7,241.40
To rates, Crown rent, and fire insurance	1,215.35
To salaries and wages	23,416.41
To mortgage interest on R.B. Lot 80	7,799.91
To allowance to general managers to cover office rent and clerks' salaries	6,000.00
To directors' fees	\$1,000.00
To remuneration to general managers, 5 per cent. on gross earnings	4,944.15
To balance	35,716.05
	\$98,989.10

Cr.	
By traffic receipts (after deducting loss on subsidiary colony)	\$96,388.13
By advertisement rents	272.50
By real account	340.00
By transfer fees	8.00
By interest	1,980.47
	\$98,989.10

BALANCE SHEET AT 30TH APRIL, 1909.

Liabilities	
Capital account—75,000 shares of 10 each	\$750,000.00
Less: uncalled, 50 per share on 5,000 shares	450,000.00
Reserve fund	5,000.00
Mortgage R.B. Lot No. 80	29,000.00
Unexpired season tickets	4,340.73
Sundry creditors	13,834.57
Profit and loss account do. for last year	7,471.65
do. for the year	35,716.05
	\$395,133.00

	Assets.	\$395,163.00
Permanent way and concession (old line).....		\$200,000.00
Permanent way and concession (new line).....		45,626.29
Stations, Crown leaseholds and build- ings (Inland Lots 1317, 1333, 1334 1335, 1336 and R.R. Lots 33 and 34).....		35,256.40
Rolling stock.....		36,083.10
Office furniture.....		85.56
Coals and stores in hand.....		668.90
Sundry debtors.....		1,591.03
Cash in Hongkong and Shanghai Bank.....	\$71,374.61	
Cash and compounds orders in hand.....	3,309.18	
		74,583.79
		\$369,646.79

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF JAPAN".....	ALLAN LINE.....
SATURDAY, JUNE 12TH.	FRIDAY, JULY 9TH.
"EMPRESS OF CHINA".....	"EMPRESS OF IRELAND".....
SATURDAY, JULY 3RD.	FRIDAY, JULY 30TH.
"MONTEAGLE".....	
WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA".....	ALLAN LINE.....
SATURDAY, JULY 24TH.	FRIDAY, AUG. 20TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer, as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43.
Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. BRADDOCK, General Traffic Agent,
Corner, Pedder Street and Prays (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

From	Steamship	On
SHANGHAI	TINGSANG	TUESDAY, 25th May, Noon.
FOOCHOW	FOOSHANG	WEDNESDAY, 26th May, Noon.
SINGAPORE and SAMARANG	HOPSHANG	WEDNESDAY, 26th May, Noon.
TIENSIN via CHEFOO	CHEONGSHING	FRIDAY, 4th June, Noon.
SHANGHAI, YOKOHAMA, KOBE	YUENSANG	FRIDAY, 4th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	MONDAY, 7th June, Noon.
SGAPORE, PENANG and CALCUTTA	KUTSANG	TUESDAY, 15th June, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS)

The steamers "Kaitang," "Namang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 51.
Hongkong, 22nd May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To	Sail
SHANGHAI	"LINAN"	Manila	23rd May, Daylight.
MANILA	"TAN"	Shanghai	25th " 3 P.M.
SHANGHAI	"YIMHONG"	Manila	27th " 3 P.M.
MANILA	"ANHUI"	Shanghai	29th " Daylight.
SHANGHAI	"KAIYONG"	Manila	31st " 3 P.M.
CEBU and ILOILO	"CHIHAI"	Shanghai	1st June, 4 P.M.
SHANGHAI	"CHIHUA"	Manila	3rd " 3 P.M.
SHANGHAI	"LINAN"	Manila	6th " Daylight.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	Australian Ports	15th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN," and S.S. "SANDOL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SOFT STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOFT STEAMERS (Anhui, Chien, Linan, Chienhui) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Telephone No. 35.
Hongkong, 22nd May, 1909.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the latest up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 20th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th June, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Telephone, 22nd May, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU	5,000 "	1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 "	30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	30th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 4th May, 1909.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO
SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS,"
10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to

MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 14th April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"
Captain St. John George, will be despatched as above, on FRIDAY, the 28th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th May, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, B.C., SEATTLE & TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Sailing Date
Saveric	6,232	Shotton	3rd June 1909
Oceanic	4,657	F. W. Davies	1st July
Kumakura	6,232	J. Mathee	20th July
America	4,657	J. Boyd	26th Aug.

These steamers are specially fitted for the carriage of Atlantic Seaways passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings
Hongkong, 20th May, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER

"KWONG SAI".....Capt. E. S. OROWE

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....£1.
Meals.....£1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
SHUI ON S.S. CO., LD.,
No. 2, Queen's Road West.

Hongkong, 26th April, 1909.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM

FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading, issued for DAVAN, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA,"

Captain T. H. HIDE, R.N.R., carrying H.S. Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 6,500 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Oceana," due to London on 2nd July, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT,
Superintendent.

Hongkong, 15th May, 1909.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Rebutel, will be despatched for the above Ports on or about MONDAY, the 24th instant.

For Freight or Passage, apply to

P. DE CHAMPMORIN,
Agent.

Hongkong, 17th May, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR"

Capt. A. Stewart, will be despatched for the above Ports on SATURDAY, the 27th May, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 20th May, 1909.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON & NEW YORK:

S.S. "PATHAN".....About 16th June.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP, VIA MANILA, STRAITS AND COLOMBO.

THE Steamship

"DENBIGHSHIRE"

Captain Barrett, will be despatched as above on the 18th June.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
Agents.

Hongkong, 19th May, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 22nd May, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef steaks and prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Shicun—Ngau Lau

" Sausages—Ngau Yuk Chuan

Bullock's Brains—Know per set

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau Chai

" Head—Ngau Chai

" Mutton Chop—Yeung Pal Kwai

" Leg—Yeung Pal

" Shoulder—Yeung Shau

" Pig's Chittlings—Chi cheung

" Brains—Chi Kow

" Feet—Chi Kook

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork, Chop—Chi Pal Kwai

" Corned—Ham Chi Yuk

" Leg—Chi Pal

" Fat or Lard—Chi Yau

" Sheep's Head and Feet—Yeung Tau

" Kook

" Heart—Yeung Sam

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Sucking Pig, To Order—Chi Chai

" Suet Beef—Sung Ngau Yau

" Mutton—Sung Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

" Ducks, Large, Small—Sin Kai

" Doves—Pan Koo

" Eggs, Hen—Kai Tau

" Fowls, Canton—Kai Tau

" Hainan—Kai Nam Kai

" Goose—Ngo

" Wild Shanghai—Shung Hoi Ye

" Celery, English—Yeung Kan Choi

" Quail—Um Chai

" Rice Birds—Wo Fa Chien

" Snipe—Sa Chai

" Turkeys, Cock—Fo Kai Kung

" Hen—Na

" Wild Ducks, Shanghai, Solap

" Teal, Shanghai, Solap

" Wild Ducks, Canton—Sung Shing Solap

" Fish.

" Barbel—Kai Yu

" Bream—Biu Yu

" Canton Fresh Water Fish—Hoi Sin Yu

" Carp—Li Yu

" Catfish—Chik Yu

" Codfish—Mun Yu

" Crab—Hoi

" Cuttle Fish—Muk Yu

" Dab—Sa Mang Yu

" Dace—Wong

TO-DAY'S MACHANOE
Selling

SHIPPING AND MAILS

MAILS DUE

THE WEATHER

at 10 a.m. to-day, 2.37 inches.

Shipping

Manila, for Singapore.
Manila, for Hongay.
Manila, for Manila.
Manila, for Vancouver.

Humidity	74	74	110
Cloud	92	95	90
Wind	1.51	1.51	1.51

TO-MORROW.

000 000 000	10	29.91	85	—	—	—	—	—
000 000 000	10	29.89	86	—	—	—	—	—
000 000 000	10	29.87	84	—	—	—	—	—

*) Flagship of Rear Admiral Richard Foy.
Bravest of the first defense of 1929. 1929

VISITORS AT THE HOTEL

GRAND CARLTON.

Miss Zelia, Miss

150	2	550	Liout-C
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Hedworth Lampton, E. 11. Camp

LOOK-UP ON THE GO

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00	26	13,500	Capt. T.H.
78	6	500	1st Lt. J.

-Chief.

70.	—	—	
80.	—	—	

06	8	1,700	Lieut. Be
06	7	400	Comman

6	131	60	Lieut. M
5	132	60	Comman

—	60	Lieut. Mc
37	6,200	Capt. Dro

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Ray, E. H.

elmers, Mr. and Mrs. Perkins, T. L.
elmers, Miss Phillips, Mr. and Mrs.

Wilson, P. S.
Chie, A.

LAST REPORTED AT	DATE

Q. B. Bridgeman	Nagasaki
	Shanghai

Thomas	...	...	...	Kobe
Nugent	...	...	...	Cruising in Pacific

ker Nagasaki
T. J. S. Lynn Yangtze

B. J. Guy, v.o.	...	Nagasaki
I. White	...	...

H. R. Godfrey	...	Hongkong
H. R. Godfrey	...	Yangtze

John F. Knox...	Yangtze
V. Cottrell-Dormer	Yangtze

... ..

11. *Chrysomelidae* (10 spp.)

[illegible]

001	002	003	004	005	Canton
006	007	008	009	010	Saigon

Upper Yangtze
Canton

re. Saigon

Kimphong

Salgon
Salgon

Salmon
Honey

001	001	001	001	Bogon
001	001	001	001	Hongay
001	001	001	001	Chester

1990

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,000,000 \$14,000,000 \$150,000 }	\$2,000,000	{ Final of 1/2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024	5 1/2 %	{ \$980 London 295 }
National Bank of China, Limited	99,925	£7	£6	{ £4,000 £150,000 }	\$10,223	\$2 (London 3/6) for 1903	...	\$51 buyers
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,500,000 \$118,757 \$117,000 \$118,000 }	none	\$14 for 1907	7 1/2 %	\$197 1/2
North China Insurance Company, Limited	10,000	£15	£8	{ Tls. 150,000 Tls. 303,747 Tls. 118,277 }	Tls. 150,311	Interim of 7/6 for 1908	5 1/2 %	Tls. 104 buyers
Union Insurance Society of Canton, Limited	15,400	\$250	\$100	{ \$2,000,000 \$191,748 \$191,849 \$181,600 }	\$2,464,971	{ Final of 1/2 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$845 buyers
Yangtze Insurance Association, Limited	14,000	\$100	\$60	{ \$1,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$7,27,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$225 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	0,000	\$100	\$10	{ \$1,000,000 \$138,661 \$138,803 }	\$375,341	\$6 and bonus \$1 for 1907	7 1/2 %	\$109 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$2,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$568,711	\$27 for 1907	8 %	\$345 sales
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$15	{ \$2,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$1,018	\$1 for 1906	7 %	\$36
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$5,000,000 \$507,500 \$507,423 \$515,344 }	\$20,370	Final of 1/2 making \$24 for 1908	7 1/2 %	\$314 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	4 %	\$72 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £1,000,000 £144,435 £139,564 £138,661 £138,803 }	Tls. 14,510	Final of Tls. 1/2 making Tls. 3/4 for 1908	7 1/2 %	{ Tls. 51 buyers Tls. 55 buyers 60/- buyers }
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 750,000 Tls. 44,123 }	£63,817	Second interim of 1/- for 1/2 1908	4 %	\$26 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £144,435 £139,564 £138,661 £138,803 }	£08	{ \$700 for year ending 10.4.1908 \$250 }	3 1/2 %	\$15 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 481,479 Tls. 44,123 Tls. 8,100 Tls. 7,000 }	Tls. 2,215	Final of Tls. 1/2 making Tls. 2 1/4 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$1,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$145 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	Dr. \$135,813	\$5 for 1907	...	\$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 1,000,000 }	Tls. 4,173	Tls. 3/4 for year ending 31.8.08	...	Tls. 200 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £144,435 £139,564 £138,661 £138,803 }	£11,550	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09 No. 12 of 1/- = 48 cents }	7 %	Tls. 17.25 b.
Rio Australis Gold Mining Company, Limited	150,000	£1	£1	{ £1,000,000 £144,435 £139,564 £138,661 £138,803 }	Dr. £2,191	...	...	\$9.62 sellers
DOCKS, WHARVES & GODOWNS.								
Feenick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	Dr. \$7,422	\$7.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$50,102	Final of \$1/2 making \$3 1/2 for 1907	...	\$58 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$51,778	Final of \$4 making \$8 for 1908	11 %	\$54 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 33,722	Interim of Tls. 2 1/4 for 6 months ending 31st October, 1908	6 %	Tls. 8 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 500,000 Tls. 1,000,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	5 1/2 %	Tls. 167 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 35,000 Tls. 4,222 Tls. 1,000 }	Dr. 4,134	Tls. 6 for year ending 29.2.09	6 %	Tls. 102 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$30,000 \$1,000 \$1,000 }	Dr. 4,222	\$1 1/2 for year ending 30.6.07	...	\$10
General Stores, Limited	10,000	\$25	\$25	{ \$25,000 \$1,000 \$1,000 }	\$14,611	\$1.10 on old and 60 cents on first new issue	...	\$71 ex n.f.
Hongkong Hotel Company, Limited	8,000	\$50	\$25	{ \$40,000 \$1,000 \$1,000 }	\$295	Final of \$3 making \$6 for 1908	...	\$42 a new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$50,000 \$1,000 \$1,000 }	\$16,475	Final of \$3 1/2 making \$7 for 1903	7 %	\$9 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$1,000 \$1,000 }	\$5,436	60 cents for 1908	6 1/2 %	\$30
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$1,000 \$1,000 }	\$278	\$1 1/2 for 1908	5 %	\$30
Singhai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,250,000 Tls. 3,000,000 }	Tls. 124,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6 1/2 %	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 Tls. 3,000,000 }	968	Final of \$2 making \$4 for 1908	9 %	\$44
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 Tls. 45,019 }	.. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	15,000	\$10	\$10	{ \$150,000 \$20,000 }	\$9,553	50 cents for year ending 31.10.08	6 %	\$8 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 1,750,000 Tls. 1,750,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	...	Tls. 90
Luen-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 1,750,000 }	Tls. 8,819	Tls. 4 for 1908	...	Tls. 111
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 500,000 Tls. 31,772 }	Tls. 15,912	Tls. 50 for 1908	...	Tls. 400
MISCELLANEOUS.								
Bell's Asbestos & Cement Agency, Limited	8,604	\$12 1/2	\$12 1/2	{ \$1,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	£648	1/10th per share for 1907 = £1.037	10 %	\$101
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$144,435 \$139,564 \$138,661 \$138,803 }	Nil.	\$1.20 or 1908	9 1/2 %	\$13 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$11,138	50 cents for year ended 28.2.06	...	\$6 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$10,000	80 cents for 1908	8 1/2 %	\$9 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$48	\$1.50 for year ending 31.7.08	7 1/2 %	\$16 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$3,753	Final of 50 cents making 90 cents for 1908	10 1/2 %	\$8 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Hollis, Limited	21,000	\$20	\$20	{ \$420,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$38,917	\$4 for year ending 29.2.09	9 1/2 %	\$21 ex div.
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	12 1/2 %	\$18 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$7,616	Final of \$15 per share making \$9 for 1908	12 1/2 %	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$8,790	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$24
Maatschappij tot Exploitatie van Landbouwen in Hongkong, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 2,500,000 Tls. 65,911 }	Tls. 316,682	1st Quarterly div. of Tls. 1/4 for account 1909	4 %	Tls. 1,150 b.
Peak Tramway Company, Limited	25,000	\$10	\$10	{ \$250,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid share for year ending 30.4.08	6 %	\$14 buyers
Peak Tramway Company (new)	25,000	\$10	\$10	{ \$250,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$1,360	None	3 %	\$8
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$144,435 \$139,564 \$138,661 \$138,803 }	...	None	...	Tls. 112 1/2 b.
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000 Tls. 24,820 Tls. 75,000 }	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/4 for 1907	6 1/2 %	Tls. 130 buyers
Shanghai-Samatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 600,000 Tls. 24,820 Tls. 75,000 }	Tls. 5,250	Final of 3/4 making 4 1/4 for 1908	...	Tls. 415 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ £327,000 \$144,435 \$139,564 \$138,661 \$138,803 }	Tls. 23,038	None	...	\$14
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$144,435 \$139,564 \$138,661 \$138,803 }	Dr. \$56,602	40 cents for year ending 31.12.08	8 %	\$5
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$136	60 cents for year ending 30.4.07	5 %	Tls. 94 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 200,000 Tls. 4,000 }	Tls. 201	80 cents on 9,000 ord shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$1,360	Interim of 30 cents a/c 1908	6 1/2 %	\$9
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$1,360	Final of 30 cts. making 60 cts. for the year ended 30th June, 1908	...	\$4 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$6,438	...	...	...
William Powell, Limited	13,000	\$7	\$7	{ \$91,000 \$144,435 \$139,564 \$138,661 \$138,803 }	\$3,95

* These shares are entitled to half of the profits.

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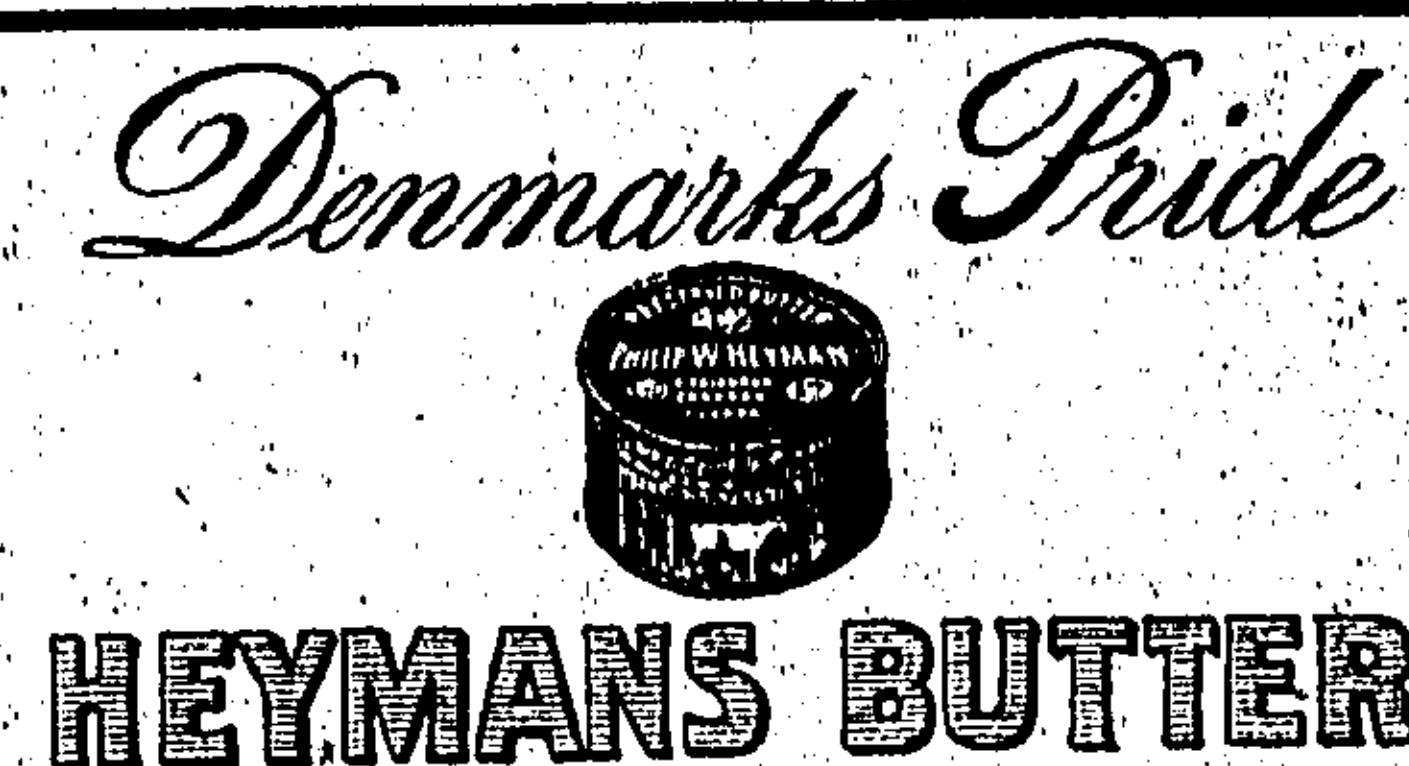
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Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurity, or other ailments of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillary, purifying and expelling the impurities of the blood, and restoring the system to its normal state. It is a powerful tonic, and its effects are almost magical in the treatment of nervous debility, mental depression, and all other ailments of the nervous system. It is a powerful tonic, and its effects are almost magical in the treatment of nervous debility, mental depression, and all other ailments of the nervous system.

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